



New Cars™

252
RATED
MODELS

BEST OF OUR TESTS

**PLUS First Drive
From Our Track**
Tesla Model 3



**AND
SUMMER
RENTAL
RIP-OFFS**
How To
Shop Smart

+ HOT NEW SUVs
FORD ECOSPORT
LEXUS RXL
VOLVO XC40

EXCLUSIVE
Reliability
Ratings

JULY 2018 CR.ORG



Please display until July 9, 2018

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July 2018

Mazda
CX-3

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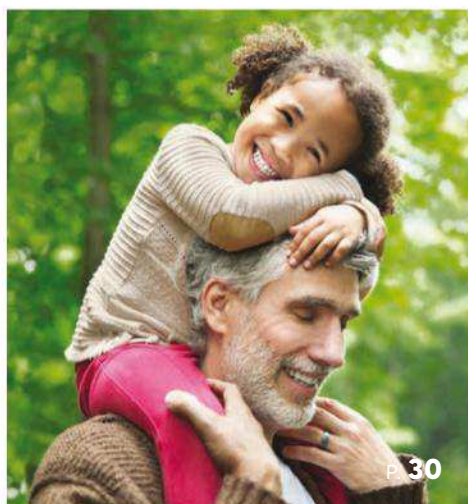
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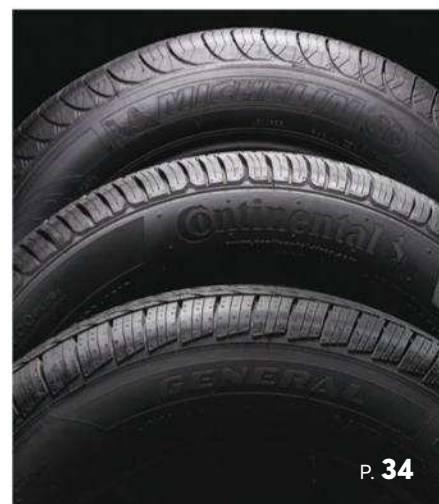
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The CR Difference

► DIP YOUR TOE into the car-buying market and you'll soon be faced with a challenge: Wait and see what comes out down the road, or drive a new car home today?

To help guide your decision, on page 3 we cover the redesigned Chevrolet Silverado and Ford Ranger pickups, the new Acura RDX, the sleek Hyundai Veloster, and other exciting models coming later this year.

If you want to buy now, check page 8 for our insights on models currently on sale: the Ford EcoSport, Lexus RX L, Nissan Leaf, Tesla Model 3, and Volvo XC40.

Subcompact SUVs remains a hot segment. If you're in the market for one, don't miss our review of four top-scoring models, starting on page 14.

Whether you're buying or leasing, you can rely on CR's ratings and reviews to steer you in the right direction. These are based on the most comprehensive independent auto-testing program and reliability data of any U.S. publication or website.

First, because we buy every vehicle we test and our testers

live with each one, we can tell you which models fulfill their manufacturer claims ... and which ones come with promises that can't be kept.

Second, owners tell us about their experiences with their personal vehicles through our surveys. In our Annual Auto Survey, our members report the specific problems they have experienced with their car or cars. From this, we provide detailed reliability histories and predict the new models most likely to be either trouble-free or trouble-prone.

But that's not all. Our exclusive owner satisfaction survey data gives us insights into how happy people are with their vehicles.

Finally, we've had seat time in new models that we rented from manufacturers, and cars we've bought but haven't completed testing.

All the resulting knowledge can help you make an informed buying decision that won't be influenced by advertising hype.

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Starting Up

What's coming to your dealer in the near future, and vehicles in testing at the track

Hyundai
Santa Fe

New Models Worth Waiting For

Shopping for a new car? Before making a decision, buyers may be wise to check out the new models that are heading to dealerships over the next few months.

► THESE UPCOMING MODELS feature more technology, more safety features, and better fuel economy than their predecessors. Whether shoppers are looking for a compact truck, a luxury crossover, or an affordable sedan, these are the vehicles to keep an eye on in 2018.

SPRING 2018

Ford Ranger

After an eight year absence, the Ford Ranger midsize pickup finally returns to U.S. dealerships later this year.

Where the previous Ranger was often equipped as a bare-bones work truck, the latest model will offer buyers more sophistication.

A central 8-inch screen and twin LCD screens in the instrument panel lend a high-tech look. The optional Sync 3 system includes Android Auto and Apple CarPlay compatibility, Alexa (Amazon's internet-connected personal assistant), and navigation capability. Mobile 4G LTE WiFi is available. There are power points, an AC outlet, and USB ports to entertain the troops and keep their devices charged.

Automatic emergency braking will be standard, and other advanced safety and driver-assist technologies are optional, including a blind-spot warning that can monitor the length of a trailer.

But modern amenities don't come at the expense of utility. Every Ranger features an all-steel frame, independent front suspension, and solid rear axles. The SuperCab extended cab comes with a short bed and the SuperCrew crew cab offers a long bed.

Powering all Rangers will be a 2.3-liter, turbocharged four-cylinder engine mated to a 10-speed automatic transmission.

Four-wheel drive is available, and an FX package is designed for off-roading. It includes skid plates and a suspension tuned for trails. Ford's Terrain Management System allows drivers to select from four traction modes, and Trail Control is essentially cruise control for off-roading.

CR SAYS Rugged looks, a smaller footprint, and tons of available options should make the Ranger a good choice for weekend warriors who still have daily commutes.

SUMMER 2018

Acura RDX

Although CR recommends the current RDX, we have issues with the two-row SUV's outdated design, an interior we called "forgettable," and a confusing dual-screen infotainment system.

The all-new 2019 model addresses all those complaints. A redesign freshens the RDX's look while maximizing cargo and passenger space, and a new infotainment system should be easier to use. Users can control it through the 10.2-inch touch screen in the center of the dashboard or the Acura True Touchpad Interface in the console between the driver and passenger seats.

The new RDX comes with Acura's push-button shifter, which we've found to be cumbersome and unintuitive.

The AcuraWatch suite of active safety tech comes standard and includes forward-collision warning, automatic emergency braking, lane-departure warning, and lane-keeping assist. Blind-spot warning is optional, however.

The powertrain is all-new: a 2.0-liter, turbo four-cylinder engine paired to a 10-speed automatic transmission. Acura says it makes 40 percent more low-end torque than the current V6, so the new RDX should feel more lively around town.

An active suspension is optional, as is Acura's Super-Handling All Wheel Drive system, which splits power between front and rear wheels as well as side to side. Other Acuras with SH-AWD haven't shown any significant handling differences or improvements during tests.

CR SAYS A roomier RDX with a new powertrain and standard safety equipment certainly sounds good.

FALL 2018

Hyundai Santa Fe

The all-new Hyundai Santa Fe stands out among midsize SUVs thanks to a unique

powertrain option and safety tech that none of its competitors offer.

For 2019, the Santa Fe replaces the five-passenger Santa Fe Sport. The same four-cylinder engine choices carry over from the 2018 Santa Fe Sport, although an eight-speed transmission replaces the current six-speed automatic. A diesel engine will also be available—Hyundai's first in the U.S.—and diesel-powered vehicles will also offer a small third-row seat.

The current three-row, long-wheelbase Santa Fe will be sold alongside the new model into 2019, and will be called the Santa Fe XL.

On the outside, the Santa Fe's new design includes bigger windows and smaller pillars. This should improve rear visibility, which was a problem in the outgoing Santa Fe.

Parents will appreciate the new rear-seat occupant warning system, which uses ultrasonic sensors to detect a child or pet left in the backseat. The Safe Exit Assist system prevents doors from opening in the path of an oncoming bicycle, motorcycle, or car.

Automatic emergency braking is standard on the SE trim and above, along with other active safety technologies including lane-keep assist, adaptive cruise control, blind-spot monitoring, and rear cross-traffic warning with automatic emergency braking. Android Auto and Apple CarPlay are standard, and a wireless phone charging pad is optional.

CR SAYS Tech and visibility improvements make the already appealing Santa Fe an even more attractive choice.

FALL 2018

Chevrolet Silverado

The Chevrolet Silverado has been totally revamped for 2019. This full-sized pickup gets new engines, more room, and an industry first: a power tailgate that can be raised and lowered remotely.

The Silverado is the second best-selling vehicle in the U.S. (CR's top-rated pickup, the Ford F-150, is the first.) Unlike the F-150, which has an aluminum bed, the Silverado still has a steel bed. But the ground-up redesign made use of plenty of other aluminum parts to save approximately 450 pounds. That weight loss should boost fuel economy and also help the truck feel less sluggish, remedying one of CR's complaints about the previous Silverado.

A longer wheelbase promises several more inches of legroom in the backseat in Crew Cab models, and a wider bed features 12 tie-down points, up from four.

Eight trim levels are on offer, ranging from the bare-bones Work Truck to the premium High Country. The Trailboss trims add an off-road setup.

Customers can choose from a total of six engine and transmission combinations. New 5.3-liter and 6.2-liter V8s use cylinder deactivation to optimize fuel efficiency. A 3.0-liter, six-cylinder diesel—a Silverado first—is also available, and is paired to a similarly new 10-speed automatic transmission.

CR SAYS We've always liked the Silverado's quiet, comfortable interior. A renewed focus on power and fuel economy can only bode well for this popular pickup.

FALL 2018

Honda Insight

The all-new Insight proves that hybrid cars don't require quirky looks, as this sleek sedan promises an EPA fuel economy rating above 50 mpg combined.

Fitting above the Civic and below the Accord in Honda's model hierarchy, the Insight is powered by Honda's two-motor hybrid system: a 1.5-liter gasoline engine that works with an electric motor and hybrid battery pack. Honda says it should mostly operate on electric power, with the gasoline

Top Tech The Acura RDX gets standard forward-collision warning. The Ford Ranger has a blind-spot camera that can monitor the length of a trailer.

Acura RDX



Ford Ranger



Hyundai Santa Fe



Honda Insight



Chevrolet Silverado



engine acting as a generator to charge the battery pack.

Options include leather seats, an 8-inch touch screen, and a 7-inch digital LCD for the driver. The customizable touch screen runs new software, and Apple CarPlay and Android Auto functionality will be available.

Many useful safety features come standard as part of the Honda Sensing suite, including forward-collision warning, automatic emergency braking, lane-departure warning, and lane-keeping assist. A blind-spot warning system is optional, as is Honda's Lane Watch, a camera-based system that CR doesn't believe is as effective as a true blind-spot warning system that covers both sides of the car.

CR SAYS We recently tested the plug-in hybrid Honda Clarity and weren't impressed with its handling. But if the Insight is as responsive as the Accord, Honda may have succeeded in creating a sleek hybrid that's also fun to drive.

FALL 2018

Audi A7

The all-new A7 Sportback condenses much of the technology and performance of Audi's flagship A8 sedan in a smaller, more shapely package.

Like the flagship A8 sedan, the redesigned A7 Sportback will use a 340-hp, 3.0-liter turbocharged V6 engine mated to a seven-speed dual-clutch automatic transmission. The A7 also

has mild-hybrid capability because of a 48-volt electrical system. That means it can recover energy usually lost to braking or deactivate the engine while coasting.

Overall, Audi claims a 0-to-60 mph time of about 5.3 seconds, and combined fuel economy close to 34 mpg.

We praised the original A7's interior, and the new model offers the same level of luxury with more head and knee room for rear passengers. Four- and five-passenger versions of the A7 will be available; top-trim versions have massaging seats.

Instead of a clickwheel, the A7's two main screens are now controlled through haptic feedback—meaning you'll feel a sensation at your fingertip

to confirm a selection. An optional 12.3-inch "virtual cockpit" screen behind the steering wheel displays satellite maps and other relevant data.

The A7 offers up to 39 driver-assistance systems. They include everything from adaptive cruise control and automatic emergency braking to a smartphone app that can park the car remotely.

CR SAYS If you don't need the length or rear-seat room of the A8, the A7 gives you all of its technology in a stylish package.

FALL 2018

Ford Transit Connect Wagon

This compact van isn't just for hauling cargo. Available in five- and seven-passenger configurations, the updated Transit Connect gets new powertrains and new technology for 2019.

In addition to an exterior facelift, the biggest change is an optional 1.5-liter, four-cylinder diesel engine, which is expected to get an EPA highway fuel-economy rating of 30 mpg. A new 2.0-liter, four-cylinder gasoline engine is also available, and both are mated to an eight-speed automatic transmission.

Like a minivan, the Transit Connect has sliding rear doors. Ford claims that the long wheelbase Transit Connect Wagon has as much cargo room with all seats folded down as a Chevrolet Tahoe, and roof rails are also available for holding skis, bikes, or cargo boxes.

Safety technology gets an upgrade. Automatic emergency braking comes standard, along with pedestrian detection. Blind-spot warning is optional, as is lane-keep assist.

A 6.5-inch touch screen, paired with the Sync 3 infotainment system, is optional.

CR SAYS This has the potential of a minivan or full-sized SUV alternative for those who truly need a lot of space—whether it's for cargo or passengers.



Flexible Seating

The Audi will offer seating for four or five people. The Ford will be able to seat five or seven passengers.

Audi A7

Ford Transit Connect

Ask Our Experts

Readers ask us for guidance on how we test automatic-emergency braking systems and what happens to private data when you sell a car.



Q. I am very intrigued by the 3.0 Eco-Diesel Ram 1500. I plan to tow a trailer with the tongue weight about 675 pounds and the trailer weight about 5,800 pounds loaded. Is this truck capable of handling this load?

The Ram with the diesel engine is a very competent and comfortable truck. It returned an excellent 20 mpg overall in our tests. We reached out to Fiat Chrysler Automobiles, and

a spokesman said to be careful with the options so as to not to exceed the GCWR (gross combined weight rating), and to add the 3.92 axle option. We suggest buying the truck with

the factory towing package and hitch, and skipping the air suspension, which cuts into payload ratings.

Q. If a vehicle activates the automatic emergency braking (AEB) system or slows using adaptive cruise control, do the brake lights go on?

Yes. When the car's automatic emergency braking system activates the brakes, the brake lights turn on to alert drivers behind you. Similarly, if the adaptive cruise control senses you are approaching a faster car and slows your vehicle, the brake lights will be activated.

Q. How do you test automatic emergency braking systems?

We don't have a formal test for automatic emergency braking. We report on the characteristics of each system from information gathered by our staff while they drive vehicles equipped with forward crash-prevention systems.

However, we award points

in our ratings to vehicles that come equipped with standard forward-collision warning and city and highway speed AEB on every trim in a model line.



Q. If you trade in a car for a new one, does the dealer wipe out the GPS and mobile phone information from the old car?

You shouldn't expect this to happen. We've had members email us to say that they bought a used car only to find the previous owners' address was stored in the GPS as "home." We suggest wiping out all saved data, including GPS destinations, sync'd mobile phones, and any music added to an in-car hard drive.

At the Track

We've added four new models to our testing program: two highly anticipated electric cars from Nissan and Tesla, and two SUVs from Ford and Lexus. Here are our initial insights. Plus, we borrowed a Volvo XC40 to gather our first impressions of this new luxury compact SUV.



Ford EcoSport

The new subcompact crossover is a pint-sized delight to drive

► SUVs DOMINATE THE automotive marketplace, and companies are seeking to fill the ever-expanding number of niches. Ford's latest addition is the subcompact EcoSport, positioned beneath the Escape. The new EcoSport competes with the Chevrolet Trax, Honda HR-V, and Mazda CX-3; it was originally designed for developing countries and built in India.

And while it might look a little goofy with its narrow, tall, upright body and seemingly tiny wheels, it drives rather well. We just bought one, and here are our first impressions.

How it Drives

Our 2.0-liter EcoSport, like most subcompact SUVs, has to work hard to merge on the highway.

The standard six-speed automatic transmission isn't the smoothest, but it makes the most of the engine's modest 166 hp with prompt downshifts. If you're considering buying an EcoSport, we wouldn't bother with the 1.0-liter, three-cylinder

engine. We tested that small engine in the Ford Fiesta and Focus, and its meager power isn't offset enough by good fuel economy to put up with the compromises.

Handling is a high point for this subcompact SUV. With its quick steering and limited body roll, the EcoSport is much more engaging than most of its competitors. It handles more like a sporty car than a dull SUV. Yes, driving the EcoSport has been a pleasant surprise.

The ride isn't too bad for the class, either. This wee Ford

suffers from some jitter, but it's tolerable.

Noise levels are also about on par for the segment. The EcoSport is calm enough for a highway cruise, barring the buzzy noise drivers get when the engine is revved.

Inside the Cabin

As you'd expect, the cockpit is narrow. The seats themselves are comfortable, though they could use more lumbar support. The rear seat makes for a rather upright posture, and legroom is very limited.



Getting in or out is super-easy, one of the bright spots of this car.

The rear hatch door, however, is hinged on the side and swings open (as opposed to a liftgate that swings up). This arrangement takes some getting used to. It doesn't shield owners from the rain when loading or unloading, and it can affect a driver's parking choices. The cargo area is small, as with most in this class, but still useful.

All but the base S models get Ford's Sync 3 infotainment system with an 8-inch screen and Android Auto and Apple CarPlay phone integration capability. The SES and Titanium models also come with Sync Connect telematics and WiFi hot-spot capability. That system, and the rest of the controls, is a snap to operate and master. We found that the climate controls are a bit low on the dash, and the headlight knob is somewhat hidden and a far reach for drivers.

Safety

Blind-spot warning with rear cross-traffic warning is offered on higher trims, but neither forward-collision warning nor automatic emergency braking is available. That's a shame.

Bottom Line

The EcoSport may look odd, but it is not a penalty box to drive, despite certain inherent limitations for ride comfort and noise levels common to this segment.

But the \$28,000 as-tested price for our EcoSport SES has us wondering what else could be bought for that money. A mildly optioned Ford Escape or Mazda CX-5 come to mind.

We're still putting on the break-in miles and getting to know the vehicle. Look for our complete results at CR.org.



WHAT WE
BOUGHT
SPECS

Model 2018 Ford EcoSport SES Price \$28,130
Engine 166-hp, 2.0-liter 4-cylinder
Transmission 6-speed automatic Drive wheels All

Lexus RX 350L

This stretched SUV benefits more from cargo room than passenger space

► **LITTLE HAS CHANGED** since the original RX blended SUV versatility with luxury carlike manners back in the 20th century. But it has lacked three-rows—until now. The Lexus RX L is a midcycle addition, stretching the RX by 4.4 inches to squeeze in two more seats.

We purchased an RX 350L with all-wheel drive to evaluate that seat and the impact of those changes.

How It Drives

The RX350 L has a soft, quiet ride befitting a luxury vehicle. However, handling is clumsy, with notable body lean in corners.

The refined V6 engine, combined with a smooth and responsive eight-speed automatic transmission, provides brisk acceleration and delivers ample passing power.

While our five-passenger RX ran from 0-60 mph in 7.5 seconds and returned 22 mpg overall, the RX L's 220-lb. greater weight (by our scales) may affect performance a bit.

Inside the Cabin

The cabin carries over, with the same comforts and quirks. The interior is swathed in soft materials, and our test car is dressed up with attractive upholstery and wood trim.

There are abundant rectangular buttons for audio and climate controls. However, detailed selections within the infotainment system are typically accessed through a mouse-like controller that moves a cursor around the screen. This process often requires more attention and second attempts for missed selections than systems from other automakers.

The wide, plush front seats are comfortable, with generous head, leg, and knee room.

The 60/40-split middle row likewise provides good comfort and space.

Access to the rear favors the spry, with a narrow path opened by sliding and folding a middle-row seat. It is an intimate space, even when the



second row is moved forward to provide more legroom. Clearly, this seat is best suited for preteen children.

When the third-row seat is upright, cargo space is limited behind it. Fold that seat down,

and there is considerable room. For some shoppers, this added cargo space may be a more compelling reason to consider the RX L than carrying people.

Safety

The Lexus Safety System+ is standard and includes forward-collision warning, automatic emergency braking, lane-departure warning, and lane-keeping assist. Blind-spot warning and rear cross-traffic warning are optional.

Bottom Line

The RX L's third row is best suited for occasional use, when you need to transport an extra child or two in pinch. However, the additional cargo space marks a clear improvement.

If third-row transportation is an important purchase consideration, there are upscale alternatives that offer more comfort for less money.

WHAT WE BOUGHT

Model 2018 Lexus RX 350L Price \$56,518
Engine 290-hp, 3.5-liter V6
Transmission 8-speed automatic Drive Wheels All



Tesla Model 3

This new electric sedan is quick, has tight handling, and a giant screen that controls almost everything



► THE MODEL 3 IS Tesla's first attempt at a real mass-market electric car, with a promised starting price of \$35,000.

Early versions come with a \$9,000 long-range battery and \$5,000 in premium upgrades. We added the \$5,000 Enhanced Autopilot system and the \$3,000 full self-driving capability option, for a total of \$59,000.

How It Drives

Because electric cars deploy their full torque instantly, the Model 3 rushes off the line with authority, and every prod of the accelerator translates to immediate thrust in near silence.

The Model 3 with the long-range battery has an EPA rating of 310 miles per charge. (We'll be testing our car's range.) The standard battery, which will be available later, is estimated to have a 220-mile range.

We were impressed by our car's glued-to-the-road handling, with steering that is quick and precise. The taut suspension keeps the Model 3 from leaning when cornering.

Ride quality is a different matter. The car is overly stiff and struggles to absorb bumps. There's also considerable wind noise at highway speeds.

The Autopilot system is able to vary speed to keep pace with

traffic. It can bring the car to a stop and resume driving in traffic. While it's not as smooth as most human drivers are, Autopilot on the Model 3 does a good job of keeping the car between lane lines.

It's important to keep in mind that Autopilot isn't designed to react to all unexpected situations, so it's essential for drivers to remain attentive and engaged, and to keep their hands on the wheel.

Inside the Cabin

Once you install the Tesla app, the Model 3 uses your smartphone as a key. The car can then sense you approaching, automatically unlock its doors, and let you drive away.

The driving position is fantastic. Even with thick front pillars, the expansive windshield, sloping hood, and low dash give a clear view of the road ahead. The only real issue is the high rear shelf, which can

partially hide the view of a car directly behind.

The front seats are comfortable with good side bolstering. But the rear seat is extremely low, resulting in an uncomfortable knee bend for adults and little thigh support.

Every gauge and instrument is located on the 15-inch screen perched in the center of the dashboard. And just about every function of the car is controlled using that screen.

The screen has an impressive level of functionality, but very often our drivers found themselves turning their gaze away from the road to check for speed, range, or time. Many of the displays are too small to see at a quick glance. If there were ever a car that needed a head-up display, it's the Model 3.

Safety

Forward-collision warning and automatic emergency braking (up to 50 mph) come standard.

Bottom Line

We're struck by how enjoyable the Model 3 is to drive. But we're on the fence about its 15-inch touch screen. Time—and further testing—will tell if this consolidated control center and display is the way of the future or just a distracting gimmick.



WHAT WE
BOUGHT

Model 2018 Tesla Model 3 Long Range Price \$59,000
Engine 258-hp electric Transmission 1-speed direct
Drive Wheels Rear

Volvo XC40

This premium compact SUV misses some important details

► THE NEW XC40 is a handsome small SUV that is the right size for many buyers and features a lot of standard safety equipment.

But Volvo fell short in designing two critical driver interfaces that get used every day: the shifter and center control screen.

Our borrowed SUV had the Premium, Vision, Advanced, and Multimedia packages. A few odds and ends brought the price to \$44,315.

How It Drives

The T5 has a 248-hp turbo four-cylinder engine and all-wheel drive, hooked up to an eight-speed automatic transmission.

We thought the powertrain made the car feel quick and responsive, but the start/stop system was very abrupt when restarting.

We've been averaging about 25 mpg according to the trip computer. The EPA rates the XC40 at 26 mpg combined.

Our borrowed car rode on optional 19-inch wheels and tires, producing a ride that was typical Volvo stiff.

Even with its compact size, the XC40 doesn't feel very engaging when it comes to handling curves. The steering is too light and lacks enough feedback for the XC40 to be called a fun-to-drive vehicle.

Inside the Cabin

Drivers sit up high, but rear visibility is compromised by the chunky C-pillar and the lack of a third side window.

The standard power driver's seat comes with four-way lumbar support and is very comfortable. The cabin stays commendably quiet except for an uncouth engine growl.

The shifter is problematic. In order to engage Drive or Reverse you need to tap the gear selector twice in the appropriate direction. If you

miss the second tap, it stays in Neutral. This certainly will frustrate owners. We will report on how it performs when we test our own XC40.

The XC40's tabletlike central screen serves as the command center for climate, audio, and phone controls. But using the system while driving requires multiple taps, swipes, and scrolls to navigate through the layered menu structure. It is unintuitive and distracting to use, requiring frequent, precious seconds with eyes off the road and one hand off the steering wheel.

The XC40 comes with lots of thoughtful storage spots. By folding the rear seats down and opening the standard power rear liftgate, the cargo area can hold a bike with the front wheel removed.

There's impressive attention to detail, including the leather-wrapped steering wheel and shifter, and brushed aluminum trim throughout.

Safety

Volvo's City Safety package is



standard, and it includes automatic emergency braking.

We evaluated the Pilot Assist II driver-assistance technology in our tested XC60 and found that the system has good judgment of lane markings and the ability to respond to vehicles in front.

Bottom Line

The AWD T5 Momentum's starting price of \$35,200 will likely tempt people shopping for a premium compact SUV. But the cumbersome infotainment system and clumsy shifter may make buyers think twice about the XC40.

WHAT WE DROVE

Model 2019 Volvo XC40 T5 Momentum Price \$44,315
Engine 248-hp, 2.0-liter turbocharged 4-cylinder
Transmission 8-speed automatic Drive Wheels All



Nissan Leaf

Despite improvements, this electric-car sequel is losing pace with the competition

► THE ORIGINAL LEAF was a watershed moment in 2011. It was the first mass-produced electric car (EV) available to the public from an established automaker. Now that we've taken delivery of a redesigned 2018 model, we have our doubts about its current position in the EV world.

The new Leaf, with its 40-kWh battery, is EPA-rated for 151 miles of range. That is an improvement compared with the original Leaf. But the Chevrolet Bolt can go 250 miles comfortably, and a base Tesla Model 3 is rated at 220 miles. Nissan is fully aware of the range shortcoming and will add a 60-kWh version that promises 200 miles for 2019.

These are just our first impressions; we'll publish a full report once we have completed our testing.

How It Drives

The Leaf takes off silently and immediately like all EVs, but unlike the Bolt or Tesla, there's no thrilling shove that glues the driver to the seat. Rather, the Nissan builds up speed in a smooth, linear way.

The ride is firmer than in the softly sprung previous model. Although its suspension takes the edge off most bumps, the Leaf tends to jiggle on rough roads. Handling, on the other hand, has improved, providing less body lean in corners and a more decisive turn-in response.

A new feature, called e-Pedal, allows for one-pedal driving. When drivers take their foot off the throttle, there is significant deceleration, and it can even bring the car to a full stop. The feature is activated by a button on the console. We like the ability to activate the extra regenerative braking, but would prefer a paddle by the steering wheel, like in the Bolt.

Inside the Cabin

The cabin ambience is rather



mundane, although fit and finish is better than the Bolt's so-so interior furnishings.

The fussy hockey-puck style gear selector remains. It takes some getting used to and can be awkward to use during frequent Reverse to Drive parking maneuvers.

The touch screen is fairly straightforward to operate. But the display in the instrument panel—used for trip info, EV specifics, and deactivating advanced safety features—is too confusing. Plus, we can't think of one good reason anyone would want to turn off the blind-spot warning.

A power seat with adjustable lumbar support adds to the quality of life and is an amenity the more expensive

Bolt doesn't have. Oddly, though, the steering wheel lacks a telescoping adjustment. Combined with the protruding center console that rubs against the driver's knee, the driving position is severely compromised.

Rear-seat room is quite decent. Two adults will have no problem with the elevated posture and good legroom.

The trunk space suffers much less intrusion due to the battery compared with the first-generation Leaf. Some staffers have already been able to transport a mountain bike

with the rear seat folded down.

In addition to 240-volt charging, the Leaf can use a regular 120-volt outlet but that is likely to take about 20 hours. The home charging kit also has a 240-volt heavy-duty plug. So if you park near a 240-volt outlet, there is no need to invest in a dedicated charger. So far our Leaf takes about 5 kWh per hour of charging.

Safety

The ProPilot Assist system is adaptive cruise control that's combined with lane-keeping assist. It's a convenience in stop-and-go traffic and will keep the car in its lane in case the driver becomes distracted. But the lane-departure warning feature is very unpleasant. As the car is about to cross a lane line, it issues a startling steering vibration and loud buzzing.

Bottom Line

Given the Leaf's comparatively short range, mundane driving experience, and flawed driving position, it's hard to see how it can stand out in today's more competitive EV world.

WHAT WE BOUGHT

Model 2018 Nissan Leaf SL Price \$38,115
Engine 147-hp electric motor, 40-kWh battery
Transmission 1-speed direct drive Drive Wheels Front

Battle of the Micro-

The growing subcompact-SUV class is targeted at value-oriented shoppers who appreciate these vehicles for their small footprint, raised ride height, all-wheel drive for inclement weather, and cargo versatility. These four models top our ratings, but each has its own unique character that makes it stand out from its peers.



SUVs



Track-Tested

Each vehicle in our test fleet is put through its paces at our 327-acre Auto Test Center in central Connecticut.

Subaru Crosstrek



► THE SECOND-GENERATION Crosstrek may look like the original, but it rides on an all-new platform. It has a quieter cabin, a smoother ride, and improved fuel mileage—all of which help it stay atop our subcompact-SUV ratings.

The suspension shrugs off bumps and ruts, delivering a supple and controlled ride. Although its handling is responsive, its steering reasonably hefty, and its body lean nicely contained, the Crosstrek isn't as lively to drive as a Mazda CX-3.

However, when the ground turns muddy or rough, the Crosstrek's elevated ground clearance and standard all-wheel drive make it a perfect companion.

A 2.0-liter, four-cylinder engine is mated to a continuously variable transmission, and it provides just enough juice for most situations, but it can feel strained when pushed. On the bright side, its 29 mpg overall is commendable for the segment.

The interior has ample room, although the intruding center console limits the driver's right knee space. The front seats are pretty basic and could use more support for long drives—and lumbar adjustment isn't available. The rear seat is roomy for the class and offers decent thigh support, and there's a handy amount of cargo room.

The interior quality is merely average, but the controls are refreshingly simple



VITAL STATS

80

OVERALL
SCORE

87

ROAD-TEST
SCORE

Price as tested
\$25,905

Trim line 2.0i
Premium

Drivetrain 152-hp,
2.0-liter 4-cyl.;
continuously
variable
transmission; AWD

**Overall fuel
economy** 29 mpg

Why Buy One

- Rides comfortably.
- Gets very good fuel economy.
- Has easy-to-use controls.
- Strong braking performance.

Why Not Buy One

- Lackluster acceleration.
- Engine feels (and sounds) strained when pushed.
- Front seats are short on lower-back support.

to use and the gauges are clear. Drivers can navigate the touch-screen infotainment system easily, and Android Auto and Apple CarPlay are supported. Heated front seats come standard on the 2.0i Premium model, but if you want automatic climate control, you'll have to go with the 2.0i Limited trim.

All trims except the base 2.0i can be equipped with the EyeSight safety system, which includes automatic emergency braking, forward-collision warning, and blind-spot warning.

BEST VERSION TO GET

We think the 2.0i Premium with the optional EyeSight safety suite is the right choice and offers the best value for most buyers. You can't get EyeSight on the base trim, which also has a less robust sound system.

Honda HR-V



► HONDA'S SUBCOMPACT HR-V crossover offers practical and affordable transportation without breaking the bank.

By the numbers, the HR-V delivers mixed results. Its 1.8-liter, four-cylinder engine and CVT returned 29 mpg overall in our tests, matching the Crosstrek for best in class.

But the driving experience is another matter. The car feels underpowered, an impression exacerbated by the loud engine drone and amplified by the CVT. It takes a leisurely 10.5 seconds to reach 60 mph. That makes a difference when drivers are merging onto a highway.

Its handling is responsive and secure, despite vague steering that results in a lack of driving enjoyment. A bigger drawback is the jarring ride, especially over ruts and potholes. The loud cabin makes even the shortest drives a fatiguing affair. And the seats are short on lumbar support and lack lumbar adjustment. If you have a long commute, the HR-V is not your ride.

Urban drivers will find that parking and maneuverability are a snap.

The HR-V's flexible seating and cargo versatility add practicality. The rear seat cushions can flip up, or the bench can fold to expand the cargo area.

The lower-level LX model proves that you can have simple controls without giving up connectivity. Bluetooth



phone and audio streaming are standard, and the 5-inch screen clearly displays the image from the standard backup camera.

If you are tempted to move up to the more expensive trim levels, be warned: You'll be saddled with a frustrating audio system. It lacks knobs and buttons and has unintuitive onscreen logic, which make even the simplest adjustments a challenge.

The HR-V isn't available with forward-collision warning, automatic emergency braking, or lane-departure warning.

VITAL STATS

67

OVERALL SCORE

66

ROAD-TEST SCORE

Price as tested
\$22,045

Trim line LX

Drivetrain 141-hp, 1.8-liter 4-cyl.; continuously variable transmission; AWD

Overall fuel economy
29 mpg

Why Buy One

- Very good fuel economy.
- Roomy and versatile cabin.
- Abundant storage space and flexible interior.
- Secure handling.

Why Not Buy One

- The ride is jarring.
- Cabin gets noisy, making drives fatiguing.
- Tepid acceleration.
- Front seats lack lumbar support.
- Rear door handles are awkward to use.

BEST VERSION TO GET

We'd stick with the base LX for its simpler radio. Higher trim versions add some desirable stuff, such as a moonroof, but they also include the frustrating touch-sensitive audio and climate controls.

Nissan Rogue Sport



► IT TAKES ONLY a few minutes behind the wheel of the Rogue Sport to realize that it's one of the more refined subcompact SUVs, thanks to its relatively composed ride and quiet cabin.

The Sport is available in front- or all-wheel drive, and it is powered by a 2.0-liter, four-cylinder engine paired with a well-tuned continuously variable transmission.

Although this combo provides adequate power, the Rogue Sport could use more zip in highway merging situations. Its fuel mileage is average for the class at 26 mpg overall. Engine sound is nicely muted, unless the driver really tromps on the gas pedal, at which point the engine roars.

The handling is responsive and secure, and the Rogue Sport feels light on its feet. But despite its name, the vague steering keeps the Sport from feeling sporty. In fact, it isn't any more dynamic to drive than its big brother, the Rogue. That said, the ride is composed for a subcompact SUV, with only mild jiggle on rougher roads and a mostly quiet cabin.

Those thick back pillars and upswept side windows reduce rear visibility. Getting into and out of the cabin is a snap, thanks to a low step-in height and wide door openings. Headroom is plentiful up front, although it gets tighter in the back row. Even Rogue Sports in a midlevel trim provide a power driver's seat



with adjustable lumbar, but the squishy seat cushion loses support on longer drives. The low rear seat is short on thigh support, and cargo capacity is modest, even for the class.

Although there's considerable hard plastic, the interior is still inviting, with piano-black trim and nicely patterned cloth seats. There are plentiful storage bins, and the simple, well-placed controls make the Sport easy to live with.

Nissan has made automatic emergency braking and forward-collision warning standard on Sports built after February 2018.

VITAL STATS

67

 OVERALL
SCORE

72

 ROAD-TEST
SCORE

Price as tested
\$25,655

Trim line SV

Drivetrain 141-hp,
2.0-liter 4-cyl.;
continuously
variable

transmission; AWD
**Overall fuel
economy**
26 mpg

Why Buy One

- Practical, with a modest footprint.
- Relatively quiet for the class.
- Easy to get into and out of.
- Straightforward controls.
- Standard advanced safety features on 2018.5 models.

Why Not Buy One

- Slow acceleration.
- Fuel economy isn't a standout.
- Tight rear seat.
- Phone interaction only through voice controls.

BEST VERSION TO GET

Make sure to check that your Sport has the standard FCW and AEB. We recommend the SV trim, which has dual-zone automatic climate control and a six-way power driver's seat. Adding the Technology package brings blind-spot and rear cross-traffic warning systems.

Mazda CX-3



► THE MAZDA CX-3 is a dapper, well-designed small SUV. And because Mazda infused the little CX-3 with agile handling, it's likely to put a smile on drivers' faces.

Driving this wee SUV is a delight. It feels light on its feet and is an enthusiastic dance partner, with quick steering that transmits decent feedback.

Granted, the ride is hardly plush, but it's not unduly harsh, either. Like other sub-compact SUVs—not to mention other Mazdas—the CX-3 is noisy inside. The four-cylinder engine and six-speed automatic transmission make the most of the car's modest 146 hp. While it's not quick, our CX-3 returned a frugal 28 mpg overall.

From the outside, the CX-3 seems smartly sized. But once inside, it's clear that it's short on room. The car infringes on shoulder and elbow space for the driver, making the cockpit feel hemmed in. Thick windshield pillars and small windows obstruct visibility.

And give yourself some time to master the CX-3's controls. Audio and phone functions are controlled by a rotary knob between the seats; your actions appear on a prominent screen above the center stack. But even the most basic functions require frequent taps, twists, and icon deciphering, and it doesn't support Android Auto or Apple CarPlay.

Keep in mind that the cargo



capacity is puny and the rear seat is very cramped.

Available safety features include automatic emergency braking and blind-spot warning with rear cross-traffic warning—features that aren't common among the CX-3's competitors. Updates for 2018 include a standard forward-collision warning system, which works at up to 18 mph.

The CX-3 may raise questions about its value, given the size-to-price ratio. But buyers who appreciate a fun-to-drive SUV are likely to be happy.

VITAL STATS

65

OVERALL SCORE

64

ROAD-TEST SCORE

Price as tested
\$25,800

Trim line Touring
Drivetrain 146-hp, 2.0-liter 4-cyl.; 6-speed automatic transmission; AWD

Overall fuel economy
28 mpg

Why Buy One

- Enthusiastic handling.
- Fuel economy is very good.
- The interior is nicely trimmed, and the CX-3 has numerous upscale features.
- Standard automatic emergency braking.

Why Not Buy One

- Cabin gets noisy.
- Infotainment-system controls are cumbersome to use.
- Tepid acceleration.
- Rear seat and cargo room are tight.
- Visibility is a challenge to sides and rear.

BEST VERSION TO GET

We suggest going with the Touring trim, which provides the best level of equipment at a reasonable price. In particular, you get standard blind-spot warning and rear cross-traffic warning, which are features that many competitors lack.

Sedans That Make a

In the hierarchy of sedans, driving any of these six vehicles tells the world "I have arrived."

► WITH THEIR HEALTHY doses of luxury accommodations and high-tech features, these cars are designed to pamper owners and impress their friends. Our testers dug into each of them to find out what they do well, what they can improve on, and how they differ from each other so that you can find the one that best suits your needs and personality.



Statement



Lexus ES



► FOR YEARS, THE ES was known for its refined ride and luxury trapping. With the current generation, Lexus attempted to infuse more sportiness, but instead it created a less-satisfying upscale sedan.

Lexus didn't change everything. The car is still quiet inside, gets good fuel economy, and is very reliable.

In some ways the ES now drives more like a generic family sedan than a luxury sedan. The firmer ride makes the car feel nervous, with frequent movements that are transmitted to passengers.

But this doesn't translate into driving excitement. The car's body lean builds quickly when going through a turn, making the ES feel mundane, even reluctant, to drive. The ES is secure at its limits, but it isn't sporty at all.

There are two powertrains available. The 3.5-liter V6 engine is slick and powerful, and returns 25 mpg overall, among the best in the class. The 2.5-liter four-cylinder hybrid delivers plenty of zip, returning a class-leading 36 mpg overall.

There is adequate room for front-seat occupants. Rear-seat passengers will find generous levels of legroom, but headroom is tight for six-footers and up.

At first glance, the cabin furnishings look good, but a closer inspection reveals some cheap-feeling materials and cost-cutting, such as switches and knobs



from less-expensive Toyota models.

The basic infotainment system has an easy-to-use interface. But versions with navigation get a complicated touchpad system that makes it difficult for drivers to perform common functions.

The ES 350 has a generous trunk, but the 300h gives up some space for its hybrid battery. Frustratingly, the rear seats can't be folded to expand cargo room.

Both forward-collision warning and automatic emergency braking are standard equipment.

BEST VERSION TO GET

We recommend going with the very fuel-efficient ES 300h hybrid with the Premium and Luxury packages, plus the optional blind-spot monitor. Though many luxury-car buyers opt for the built-in navigation system, we suggest skipping it to avoid the annoying Remote Touch controller.

VITAL STATS



OVERALL SCORES



ROAD-TEST SCORES

Price as tested
\$43,702/\$44,017

Trim line 350/300h

Drivetrain 268-hp, 3.5L V6; 6-speed automatic; FWD/200-hp, 2.5L 4-cyl. hybrid; CVT; FWD

Overall fuel economy
25/36 mpg

Why Buy One

- Impressive fuel economy with hybrid drivetrain.
- Quiet interior, especially with the V6.
- Very reliable.
- Standard advanced safety equipment.

Why Not Buy One

- Ride comfort, interior finish, and quietness fall short of luxury-car standards.
- Not engaging to drive.
- Controls can be annoying, especially with the Remote Touch system.

Mercedes-Benz E-Class



► THE ICONIC E-CLASS is among the top-scoring luxury midsize sedans in our ratings, but Mercedes-Benz has shifted the sedan's focus toward handling agility and fuel economy, with less emphasis on ride comfort and roominess. Unfortunately, it also has added some unintuitive controls.

We tested the E300, the volume leader of the line. It has a 2.0-liter turbocharged four-cylinder engine mated to a nine-speed automatic transmission.

This combination works well, but drivers shouldn't expect it to set their heart on fire in terms of outright acceleration. Our AWD sedan returned 24 mpg overall.

The E-Class lacks the comfortable ride that earlier generations had. This is likely because the Sport package is standard, and this lower, sportier E-Class can't soften some harsh bumps. The Luxury package is a no-cost option and should deliver a more comfortable ride.

On the other hand, the E300 has impressive handling, making the car fun to drive. It dives into corners with exuberance, on both the road and on our test track.

The cabin is nearly whisper quiet, but the thrumming engine note stands out when starting up the car.

The stunning interior blends old-world charm with high-tech wizardry. Generous applications of rich wood, leather, and chrome make



the cabin warm and inviting. The seats are supremely comfortable and supportive, but, alas, rear-seat and trunk room aren't as generous as they are in some competitors.

The controls, however, have become quite complicated. For example, adjusting the front-seat lumbar is a six-step process done through the Comand infotainment system via a control knob that you twist, jog, and nudge.

Mercedes-Benz has made forward-collision warning and automatic emergency braking standard equipment, which CR supports.

BEST VERSION TO GET

We'd opt for the no-cost-option Luxury package over the standard Sport package. It should have better ride quality, removing one of our major disappointments with the E300. Make sure to check the option boxes for other driving aids, such as blind-spot monitoring.

VITAL STATS

84

OVERALL
SCORE

85

ROAD-TEST
SCORE

Price as tested
\$69,585

Trim line
300 4Matic

Drivetrain 241-hp,
2.0L turbocharged
4-cyl.; 9-speed
automatic; AWD

**Overall fuel
economy**
24 mpg

Why Buy One

- Agile handling.
- Impeccable interior fit and finish.
- Quiet cabin with supportive seats.
- Standard forward-collision advanced safety equipment.
- Optional Drive Pilot feature can be a convenience.

Why Not Buy One

- Befuddling controls.
- Rear seat is tight for the class.
- Low-slung car cramps access.
- Suspension transmits too much impact harshness.

BMW 5 Series



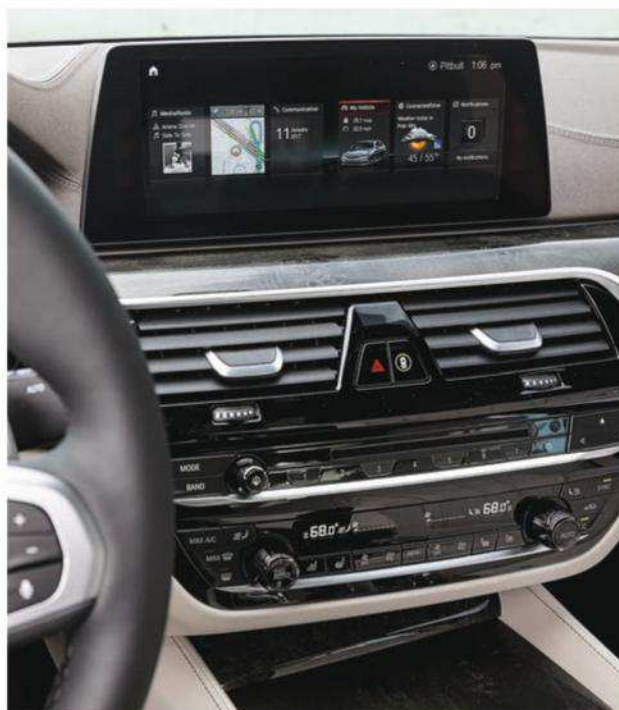
► IT USED TO BE that buyers shopping for a sporty mid-sized luxury sedan stopped first at the BMW dealership to look at a 5 Series. BMW's recent focus on technology, minimizing cabin noise, and maximizing comfort and fuel economy has resulted in a sedan that's still extremely satisfying to drive but isn't among the sportiest choices.

Our mainstream 530i test car has a 248-hp, 2.0-liter, four-cylinder turbocharged engine mated to an eight-speed automatic transmission. All-wheel drive is optional.

This engine pays off in both performance and fuel economy. Power isn't explosive, but there's more than enough for effortlessly merging and passing. The transmission's shifts are imperceptible, and it's always in tune with your right foot. Fuel economy is commendable, at 26 mpg overall in our tests.

The car has composed handling, but the steering is short on feedback, and the car isn't as taut and precise as it used to be. On the other hand, the 5's ride is serene, unfazed by most bumps. The cabin is whisper-quiet, isolating occupants from the outside world.

That cabin is beautifully crafted, with lots of soft-touch materials, exquisite stitching, and expensive-looking trim pieces. Controls, including the iDrive infotainment system, are well-executed. The electronic



shift lever is the one demerit. It is unintuitive to use at first and takes time to get used to.

The standard 16-way power front seats have firm cushions, and we found them to be comfortable and supportive for long drives. The rear seat has decent legroom and headroom, but it's a bit short on thigh support.

BMW offers many active safety systems, but it's disappointing that forward-collision warning and automatic emergency braking aren't standard.

VITAL STATS



Price as tested
\$65,210

Trim line
530i xDrive

Drivetrain
248-hp, 2.0L turbocharged 4-cyl.; 8-speed automatic; AWD

Overall fuel economy 26 mpg

Why Buy One

- Rides comfortably.
- Quiet cabin.
- Fuel economy is best in class.
- Impeccably finished interior.
- Supportive seats.

Why Not Buy One

- Has some confusing controls.
- Automatic emergency braking should be standard at this price.
- Lacks the sporty character that BMW was once known for.

BEST VERSION TO GET

Unless you need the extra punch of the turbo six-cylinder 540i, we'd stick with the less expensive 530i. The 530e plug-in hybrid is an appealing alternative; it starts at the same price as the 530i and can travel 15 miles on electric power at city speeds.

Genesis G80



► THE GENESIS G80 delivers comfort, refinement, interior room, and user-friendly controls, making it a formidable competitor to luxury-brand heavyweights, but at about \$10,000 less.

There are three engines offered: a V6, turbo V6, and V8, all mated to an eight-speed automatic transmission. Rear-wheel drive is standard, and all-wheel drive is optional.

We tested the 3.8-liter V6 with all-wheel drive, which delivers plenty of punch while sounding polished and refined. The eight-speed automatic is supersmooth and responsive. This engine managed 20 mpg overall in our testing, on the thirsty side for the segment. We also drove the 3.3-liter turbo V6 in the G80 sport, where it never felt taxed.

The G80 has responsive handling with well-weighted steering, but the car is better suited to country cruising than twisty turns. Its ride comfort is commendable, absorbing bumps smoothly.

The cabin is exceptionally quiet, with barely detectable road and wind noise.

Almost every cabin surface is padded, wrapped in leather, or made of aluminum or wood. The large front seats have a wide range of adjustments and are supportive for long trips. The rear seat is optimized for two passengers, with well-padded cushions and generous leg-foot, and knee room.

We found the controls to be



refreshingly straightforward, with an easy-to-use infotainment system and standard Android Auto and Apple CarPlay compatibility. The one nuisance is the electronic gear selector that comes in the Sport model and with the Ultimate package; Reverse doesn't always engage on the first try, and the Park button isn't immediately obvious.

Commendably, forward-collision warning, automatic emergency braking, blind-spot warning, lane-departure warning, and lane-keeping assist are standard.

VITAL STATS

81
 OVERALL SCORE

89
 ROAD-TEST SCORE

Price as tested
\$52,450

Trim line
3.8 AWD

Drivetrain
311-hp, 3.8L V6;
8-speed automatic;
AWD

Overall fuel economy
20 mpg

Why Buy One

- A relative bargain, given its power, room, and luxury features.
- Rides comfortably.
- Very quiet interior.
- Refreshingly simple controls.
- Standard forward-collision warning and automatic emergency braking.

Why Not Buy One

- Handling isn't sporty.
- Lacks the brand cachet of its peers.
- Unintuitive gear selector.
- Fuel economy is on the low side.

BEST VERSION TO GET

Stick with the base 3.8 model and forgo any option packages, because the base model comes with lots of luxury features, along with forward-collision warning and automatic emergency braking. Both V6 engines have plenty of power, so we don't see the need for the V8.

Audi A6



► AUDI'S A6 HAS pleased both drivers and passengers alike, with its very supportive seats and very quiet cabin. Simply put, the A6 is among our favorite long-distance cruisers.

The potent supercharged V6 engine and slick eight-speed transmission deliver invigorating and effortless power. This engine is paired with standard all-wheel drive, which contributes to wintertime driving security. Its 22 mpg overall fuel economy is average for V6-powered cars in this class. The base 252-hp, 2.0-liter turbo four-cylinder engine works well but has a raspy sound. This engine is paired with a seven-speed automatic and front-wheel drive, with the eight-speed automatic and AWD optional.

The A6's steering is responsive, and the suspension balances sporty handling with a smooth ride that leaves road bumps and ruts outside the solid, vaultlike cabin.

Inside, the A6 is sumptuous and accommodating, with comfortable and supportive front seats keeping you fresh and ache-free after a long trip. The rear seat is roomy for two passengers, but the center seating position is very tight. Interior quality and ambience is top notch, skewing toward businesslike rather than glitzy.

The A6 also provides an impressive variety of high-tech features, including a Google Maps-based



navigation system. The controls can be daunting at first, with many functions relying on using a console-mounted knob that interfaces with the high, dash-mounted screen. The system is ultimately logical to use.

Audi offers forward-collision warning, automatic emergency braking, and blind-spot warning as options.

Overall, the A6 is an easy car to love, combining luxury, comfort, performance, and refinement all in a package that's not overly ostentatious.

VITAL STATS

80

OVERALL
SCORE

90

ROAD-TEST
SCORE

Price as tested
\$56,295

Trim line 3.0 Premium
Plus Quattro

Drivetrain 340-hp,
3.0L supercharged
V6; 8-speed
automatic; AWD

**Overall fuel
economy** 22 mpg

Why Buy One

- Smooth, powerful powertrain.
- Responsive handling.
- Comfortable ride.
- Quiet interior.
- Supportive front seats.

Why Not Buy One

- Controls take some time to get used to.
- Wide turning circle.

BEST VERSION TO GET

The sweet spot is the Premium Plus trim, which includes heated front seats, a power tilt/telescope steering column, and a sunroof. We would spend the money for the optional Driver Assistance package, which includes all of the important advanced safety features.

Lincoln MKZ



► THE MKZ HAS a welcoming balance of ride comfort, cabin quietness, and interior luxury. But its styling compromises visibility and access, and the rear seat isn't that roomy.

Most MKZs will have a 2.0-liter turbo four-cylinder engine. We measured 23 mpg overall on regular fuel, which is low for a turbo four-cylinder and worse than some of its V6 competitors. The six-speed automatic transmission is mostly smooth and responsive.

For the same money, you can get a hybrid MKZ. It returns 34 mpg overall, which is bested only by the ES 300h. All-wheel drive is available on non-hybrid MKZ's.

Driving proves to be a luxurious experience. The ride comfort is excellent, filtering out road bumps with ease. The cabin is quiet, hushing wind and road noise.

The MKZ's handling is responsive and predictable, and the car is sure-footed when going through twisty corners.

The firm front seats are well-padded and nicely shaped. Larger drivers may find them narrow, particularly by the shoulders.

We like the straightforward and comprehensive Sync 3 infotainment system. The only real drawback is the overly small text in the gauges. The push-button gear shifter doesn't pose any safety concerns, but we aren't fans of it. The sleek styling makes it a challenge to see out of the MKZ.



The interior has nicely padded dashboard and door panels, high-quality carpeting, and well-finished perforated leather seats.

The hybrid's battery eats up some trunk room, but there is still plenty of space for two large suitcases and two duffel bags; the regular MKZ can fit an additional suitcase.

Lincoln makes forward-collision warning, automatic emergency braking, and blind-spot warning optional on all trims except the base Premier. We'd prefer that the first two come standard.

VITAL STATS



Price as tested
\$41,990

Trim line 2.0 EcoBoost/Hybrid
Drivetrain 245-hp, 2.0L turbo 4-cyl.; 6-speed automatic; FWD/ 188-hp, 2.0L hybrid 4-cyl.; CVT; FWD

Overall fuel economy
23/34 mpg

Why Buy One

- Responsive and predictable handling.
- Excellent ride comfort.
- Quiet cabin.
- Fuel economy for hybrid version.

Why Not Buy One

- Sleek styling hurts visibility all around.
- Interior is very snug.
- Hidden exterior trunk release.
- Fuel economy for 2.0-liter turbo engine.

BEST VERSION TO GET

The Select trim with the 2.0-liter turbo engine includes blind-spot warning and rear cross-traffic warning. The Technology package adds forward-collision warning, automatic emergency braking, and lane-keeping assist. The hybrid is a good choice for the same price.

Avoid the Rental Car Blues

Plan ahead to save money on your next car rental

► IF YOU'RE RENTING a car for your next road trip, you might end up with a bigger bill than you expected. That's because car rental companies make money by promoting low rates up front, then charging extra for things such as insurance, gasoline, and tolls—some of which show up after your trip ends.

It's impossible to get out of some charges, like airport concession fees, extra costs for additional drivers, and local civic improvement surcharges. But you can avoid many costly surprises by planning ahead.

Shop Around & Join the Club

Comparison shopping is vital when renting a car, and shopping online is the easiest way to go. Use a travel site like Orbitz or Expedia, an aggregator like Kayak or Priceline, a dedicated site like CarRentals.com, or simply Google “cheap car rental” and the name of the city you're visiting.

If you have an AAA or AARP membership, you may get discounts or perks, such as free use of a child seat. Costco and BJ's also offer discounts, such as adding a second driver at no extra cost. Credit cards and loyalty programs from airlines or hotels may also offer discounts and upgrades.

Another choice is to join one of the rental companies' no-cost loyalty programs. These allow renters to skip the lines at the counters and, conveniently, avoid the person behind the counter whose job it is to upsell insurance and other items you don't need.

Don't be afraid of the smaller players, like Ace, Advantage, Fox, and Payless.

Local and regional agencies can charge from 20 to 50 percent less than the big chains, even if, as in the case of Payless or Advantage, they're affiliated with one of the majors.

It's a good idea to check recent online reviews on the smaller players, though. They may have bigger discounts, but it is often the case that their cars have higher mileage—meaning more wear and tear. At some airports, the big players may be a short walk from the baggage claim and the smaller companies may be far from a central rental car facility or their shuttles may run less frequently.

Skip the Airport If You Can

This is where you can save big. We checked out prices for renting a mid-sized sedan for eight days, spanning a holiday weekend, at Chicago's O'Hare International Airport. The 12 quotes produced by Expedia ranged from \$278 (Payless) to \$641 (National), including those pesky extra fees.

But when we changed our search from O'Hare to downtown Chicago, Expedia offered 36 midsize cars ranging from \$187 (Enterprise) to \$316 (National).

However, an off-airport rental might not be a bargain if you have to pay extra to get to and from the airport.

Timing

You can get good deals on rentals longer than five days by renting for a weekly rate. But watch out: You could pay more if you have to return your car sooner or later than planned. You may be charged for a full extra day if you're as little as an hour late at drop-off.

Some companies also charge you extra for dropping off your car too early. The discount for your weekly rate may be voided as well, sticking you with a far higher daily rental rate.

Depending on your trip plans, consider a one-way rental. However, this strategy can be substantially more expensive than picking up and dropping off the car at the same location.

Should You Buy Insurance?

A rental company's insurance can cost \$10 to \$30 per day, if not more, so check to see whether your own auto insurance policy will cover your rental. Credit card companies may also supply some rental car insurance (often Collision Damage Waiver), if you book using that card.

Before your trip, check with your insurance agent or credit card company to see whether you are covered for tire or glass damage, fees, or “loss of use”—days out of service while the car is being repaired. If you have no alternative, consider opting for the Collision Damage Waiver, which protects the renter from responsibility for damage to the car.

When you inspect the car before driving off, take close-up pictures to prove that any damage or stains were already there. Make sure to have the vehicle inspected in your presence after you drop it off, too, so that you don't get any surprise charges for damage that took place after you returned the car.

Extras to Turn Down

Child seat. Bring your own seat rather than taking a chance on what the rental company has to offer. Its seat may not be

clean, easy to secure, or available, and the fee—typically \$10 a day—adds up.

Navigation. Use your smartphone. Many newer cars include Apple CarPlay or Android Auto, which will integrate your phone's navigation app with the vehicle's own screen and audio system. Don't forget to bring a USB cable.

Satellite radio. Unless you're really, really hooked on this, we'd skip it. Or ask whether they'll throw it in free of charge.

Playing the Gas Game

You're often given three fuel-refill choices: agree to return the car with a full tank, prepay for a full tank, or let the rental company top up the tank when you return the car.

The first choice is best if you start with a full tank. Fill the car immediately before returning it—and save that receipt! Prepaying for a tank only makes sense if you return the car almost empty. If you return it partly full, you don't get a refund—you're just giving the rental company free gas. The last option is the worst bet. Rental companies can add "service" charges that could tack on several dollars a gallon.

Hit the Road

Once you have your reservation, research the local driving regulations ahead of time. Always read the rental contract thoroughly before you sign on the dotted line. It's important that all of the details are buttoned up because the rental companies will invariably claim that the customer is not always right.

Electronic Toll Trolls

The costs can quickly add up.

The world of electronic tolling is changing. Because many toll roads now use license plate readers to log cars as they pass through, a number of rental car agencies offer a program that will bill your credit card retroactively for any tolls you incur.

Those charges might show up days or weeks after your rental and could include additional

processing or administrative fees that could add as much as \$15. Depending on company policy, those fees may be assessed per toll or per day of your rental—even if you don't pass through any tolls that day.

Toll programs are often optional: You have to tell the rental agency you don't want to participate. If you decline and

end up on a toll road anyway, companies can charge as much as \$90 for administrative fees in addition to the toll charges.

The good news is that in some states you can buy an e-toll transponder for your visit or bring your own transponder. If those aren't an option, set your GPS or navigation app to avoid toll roads to prevent extra fees.



Does Your Child Need a Boost?

We highlight the top-scoring booster seats from our latest tests, as well as the best infant, convertible, and all-in-one seats for carrying younger children.



► **CHILDREN GROW UP FAST**, and as they get bigger, their parents need to have the right car seat for every milestone.

The transition from a forward-facing seat with a built-in harness to a booster that uses the car's seat belts usually takes place between the ages of 4 and 6. Kids should stay in a booster until they can fit a vehicle's seat belts correctly. That typically happens when they're at least 57 inches tall, often from 8 to 12 years old. Some states require children as heavy as 80 pounds to ride in a booster.

A Seat for Every Size Child

For that first ride home from the hospital, most children will be in an infant seat. These rear-facing-only seats provide the best fit for newborns and smaller babies from 4 to 40 pounds, and feature a convenient, removable carrier that connects to a base installed in the car.

Although many of the infant or rear-facing-only child seats have weight limits up to 35 pounds or more, your child is more likely to grow too tall for his seat before reaching those limits.

Once your little one transitions from an infant seat, a convertible seat is the next step. These seats can be installed in both rear- and forward-facing configurations, and will likely be the seat your child sits in for the longest period of time. (Both Consumer Reports and

the American Academy of Pediatrics recommend that kids ride facing the rear until they're 2 years old.)

If your child outgrows the height or weight limits of his convertible but isn't ready for a booster, a toddler-booster seat may be an option.

These forward-facing-only seats have a harness for kids weighing between 20 and 90 pounds. Remove the harness, and the seat transitions into a booster for children from 30 to 120 pounds.

While all-in-one seats provide great value by taking a child from birth to booster age, our tests have found that by trying to do too much, most don't do any single task all that well. They lack the convenience of a detachable carrier and may not fit smaller babies (or smaller vehicles) well. However, they could be a good backup seat for a caregiver who transports a child less often.

A Good Fit Makes for a Better Booster

Consumer Reports has rated 51 booster seats as part of our car-seat evaluation. Here's what you need to know before buying one for your child.

Booster seats use a car's own seat belt to protect a child in the event of a crash. The seats raise a child up so that the seat belt will fit correctly. The shoulder portion should sit over the sternum and the

center of the collarbone—not over the neck or across the arm—and the lap belt should sit low across the upper thighs, rather than across the abdomen.

There are three types: high-back, backless, and highback-to-backless (the back is removable). We recommend models with a high back, which better position the shoulder belt, provide some side-impact protection, and are more comfortable for resting kids to lay their heads.

Proper seat-belt fit is crucial with boosters. That's why, in addition to our crash tests, we test how easy it is to use each seat in five different types of vehicles, and how well the belt fits a test dummy that represents an average-sized 6-year-old. We also move the dummy in the seat, simulating typical child movement, to see whether the seat belt remains in place. Each seat also undergoes a simulated 35 mph frontal crash to ensure that load-bearing components and key positioning features remain intact. All of the boosters we evaluated fared well in our structural integrity tests.

Be sure to replace a booster that's been in a crash or has been damaged in any way. Also, some seats have a specific expiration date noted—usually on the manufacturer's label or molded into the seat. Others will expire after a certain number of years, so it's up to you to check the car-seat manual and do the math.

5 Ways to Check for Proper Belt Fit

Approximately 25.8 percent of 4- to 7-year-old kids were prematurely transitioned out of their booster, based on the 2015 National Survey of the Use of Booster Seats. To see whether your child is ready, use this checklist with your child sitting without a booster. If the answer is "yes" to each point, then it's safe to move from booster to belts.

► **Child's back is against the vehicle seat.** This seating posture limits the slack in the seat belt, reducing how long before your child experiences the benefit of the belt.

► **Knees bend comfortably at the seat's edge.** Most kids will slouch to allow their knees to bend comfortably, increasing their injury risk because the seat belt rides up off of their hips and onto the soft portion of their belly.

► **Belt centered between neck and shoulder.** If the belt is too high, it can injure the neck and throat and tempt kids to put the shoulder belt behind their back. A belt that's off the shoulder can slip off during a crash, reducing its protection.

► **Lap belt low across the**

top of the thighs. If the lap portion of the belt is across the soft tissue of the abdomen, it can damage internal organs during a crash. The lap belt should lay along the upper thighs across the sturdier hip bones.

► **Stay comfortably seated for the whole trip.** Uncomfortable children tend to sit in out-of-position postures—slouched forward, lying to the side, belt behind their back or under their arm—where the seat belt cannot provide optimal crash protection.

Car-Seat Timeline and the Main Seat Types

These estimates, based on best practices and child-seat height/weight limits, are our recommendations for the minimum number of child seats you'll need to use until your child is ready to use the vehicle's seat belts alone.

It's important to use the right type of seat, to ensure it remains a safe, comfortable, and convenient fit for your child. Spending more doesn't necessarily get you a better-performing seat, but it may buy you more features.

Many midpriced models perform as well as or better than pricier ones. Seats can be reused, but they have expiration dates. And retire the seat after a crash or if it sustains any damage.

CR's Recommended Car-Seat Use for Children Under the Age of 12

Age (Years)	0	1	2	3	4	5	6	7	8	9	10	11	12
Rear-Facing Infant		Recommended	Transition										
Convertible Rear-Facing		Recommended	Recommended	Transition	Transition								
Convertible Forward-Facing				Recommended	Recommended	Recommended	Transition	Transition	Transition	Transition	Transition		
Belt-Positioning Booster						Transition	Transition	Recommended	Recommended	Recommended	Recommended	Transition	Transition

Recommended Use Period Transition Periods
(Safe to use depending on the seat's limits and your child's height and weight.)



Rear-Facing Infant Seats

(for children from 4 to 40 pounds)
\$80 to \$500

New parents have plenty to haul around, but an infant seat's detachable carrier is a great convenience. It allows parents to easily carry the child, and most will also snap into a compatible stroller. Our tests show that infant seats also provide the best fit for the smallest babies. Though the seats are designed to accommodate babies that weigh up to 40 pounds, most children outgrow them height-wise first. And based on our new findings, children should be moved to a rear-facing convertible seat no later than their first birthday.



Convertible Seats

(for children from 5 to 45 pounds rear-facing, and from 20 to 70 pounds forward-facing)
\$40 to \$450

A convertible seat is needed for two reasons: It's recommended for kids to remain facing rearward until they reach their second birthday, and our tests show these seats offer better head protection for 12-month-old kids than infant seats. Parents may be tempted to use convertibles for newborns, but most don't provide the best fit for tiny babies. The seat can be positioned facing forward once a child has reached age 2 or exceeds the rear-facing height or weight limits of the seat. Many have forward-facing limits of 65 pounds or more.



Belt-Positioning Booster Seats

(for children from 30 to 120 pounds)
\$11 to \$320

Once a child has outgrown a forward-facing harnessed seat, he will still need a booster to allow the seat belts to sit correctly on his frame. Children usually aren't tall enough to use the belts alone until they reach 57 inches tall and are between 8 and 12 years old. Boosters are designed to raise the child high enough so that the vehicle's seat belt sits correctly. High-backed boosters are a better choice because they include some side bolstering, as well as a guide that can better position the shoulder belt.

	Brand & Model	Overall Score	Price	Test Results			
Rec.				Crash protection	Ease of use	LATCH	Fit-to-Vehicle

REAR-FACING INFANT SEATS

✓	Chicco KeyFit	86	\$180	Best	✓	✓	✓
✓	Chicco KeyFit 30	84	\$200	Better	✓	✓	✓
✓	GB Asana 35 DLX	82	\$250	Best	✓	✓	✓
✓	Combi Shuttle	77	\$180	Better	✓	✓	✓
✓	Cyber Aton Q	73	\$370	Best	✓	✓	✓
✓	Cyber Aton 2	73	\$320	Best	✓	✓	✓

	Brand & Model	Overall Score	Price	Test Results			
Rec.				Crash protection	Ease of use	LATCH	Fit-to-Vehicle

CONVERTIBLE SEATS

✓	Chicco NextFit	82	\$300	Best	✓	✓	✓	✓	✓
✓	Britax Marathon ClickTight	81	\$265	Better	✓	✓	✓	✓	✓
✓	Evenflo Sure Ride	74	\$100	Best	✓	✓	✓	✓	✓
✓	Cosco Scenera Next	73	\$45	Better	✓	✓	✓	✓	✓
✓	Britax Boulevard ClickTight	73	\$305	Basic	✓	✓	✓	✓	✓
✓	Graco Contender 65	72	\$140	Better	✓	✓	✓	✓	✓

	Brand & Model	Overall Score	Price	Test Results			
Rec.				Harnessed crash protection	Ease of use	LATCH	Fit-to-Vehicle

ALL-IN-ONE SEATS

✓	Graco Milestone	79	\$230	Best	✓	✓	✓	✓	✓
✓	Graco 4Ever	75	\$300	Best	✓	✓	✓	✓	✓
✓	Evenflo Symphony (w/SureLATCH)	72	\$200	Best	✓	✓	✓	✓	✓
✓	Evenflo SafeMax All-In-One	64	\$280	Best	✓	✓	✓	✓	✓

HOW WE TEST: Our car-seat ratings are based on a combination of Crash Protection, Ease of Use, and Fit-to-Vehicle (how simple it

is to install) using both LATCH and seat-belt installation. Boosters and all-in-ones are rated for their potential to provide a proper belt fit. Booster models have only been

	Brand & Model	Overall Score	Price	Test Results			
Rec.				Booster fit (with back)	Booster fit (no back)	Ease of use	Crash: Structural integrity

HIGHBACK-TO-BACKLESS BOOSTERS

✓	Evenflo Big Kid Sport (Model number starting with 319)	75	\$30	✓	✓	✓	Pass
✓	Evenflo Big Kid Amp Highback	75	\$40	✓	✓	✓	Pass
✓	Evenflo Big Kid Sport (Model number starting with 365)	75	\$30	✓	✓	✓	Pass
✓	Evenflo Big Kid	75	\$34	✓	✓	✓	Pass
✓	Nuna AACE	72	\$200	✓	✓	✓	Pass
✓	Chicco Kidfit	70	\$100	✓	✓	✓	Pass
✓	Chicco Kidfit Zip	70	\$130	✓	✓	✓	Pass
✓	Graco TurboBooster LX with TrueShield	69	\$90	✓	✓	✓	Pass
✓	Graco TurboBooster LX with Safety Surround	68	\$80	✓	✓	✓	Pass
✓	Graco TurboBooster Highback	67	\$40	✓	✓	✓	Pass
✓	Graco Affix	67	\$70	✓	✓	✓	Pass
✓	Diono Hip High Back Booster	64	\$39	✓	✓	✓	Pass

HIGHBACK BOOSTERS

✓	Cyber Solution M-Fix	70	\$220	✓	NA	✓	Pass
✓	Cyber Solution X-Fix	70	\$140	✓	NA	✓	Pass
✓	Peg Perego Viaggio Flex 120	57	\$280	✓	NA	✓	Pass
✓	Peg Perego Viaggio HBB 120	56	\$200	✓	NA	✓	Pass
✓	Dream On Me Deluxe Booster	46	\$55	✓	NA	✓	Pass

BACKLESS BOOSTERS

✓	Harmony Youth Booster	70	\$11	NA	✓	✓	Pass
✓	Peg Perego Viaggio Shuttle 120	61	\$130	NA	✓	✓	Pass
✓	Chicco Gofit	61	\$40	NA	✓	✓	Pass
✓	Dream On Me Coupe Booster	58	\$22	NA	✓	✓	Pass
✓	Harmony Big Booster Deluxe with LATCH	56	\$25	NA	✓	✓	Pass
✓	Evenflo Big Kid Amp	56	\$25	NA	✓	✓	Pass
✓	Graco TurboBooster Backless	55	\$20	NA	✓	✓	Pass
✓	Safety 1st Store 'n Go No-Back	54	\$25	NA	✓	✓	Pass

crash-tested for structural integrity. All models were tested to our new protocol and are rated Basic, Better, or Best based on their relative

potential to provide an additional margin of safety. CR Best Buys are notable values. To learn more about child safety seats, go to [CR.org/carseats](https://www.consumerreports.org/cars).



Expert Tire Tips for Safe Road Trips

You can save money when buying replacement tires without skimping on safety or longevity.

► **SHOPPING FOR NEW TIRES** can be a daunting task. You can look at and feel them, but there's no way to tell which ones provide the best grip, longest life, or the shortest stopping distance simply by how they look.

That's why Consumer Reports tests 50 or more tire models each year, with each going through as many as 14 rigorous tests.

Spend More, Get More

We've found that you generally get what you pay for. No matter the type, tires that combine the best grip with the longest tread life may cost a little more but will likely be worth it in the long run.

For example, a \$130 tire that will last twice as long as an \$87 tire is a better bet, assuming other factors are equal. Still, the cheaper tire may be just fine if you won't be keeping your car for long. Many tires have a pro-rated treadwear warranty—but consult our tread-life rating or mileage for a direct comparison on how long a tire will last.

We have found that some tires with lower rolling resistance allowed our test cars to get one to two more mpg than tires with the highest rolling resistance.

But don't be quick to judge: The mileage you get with brand-new, low-resistance tires may initially be worse than the old tires you are replacing. This is because tires with tens of thousands of miles of wear have less tread and behave more like low-rolling-resistance tires.

We recommend sticking to the same type and size tire that originally came on your car.

First, check the ratings for ones that provide good braking and handling capabilities, as well as good hydroplaning resistance, which can help you avoid an accident. After that, look for

models rated highly in areas important to you, such as winter grip, tread life, ride comfort, and rolling resistance.

How Long Will They Last?

Our latest testing includes the projected wear-out mileage for each tire. To determine longevity, we test tread life at a contracted lab in Texas. Depending on the category, each tire is driven between 16,000 and 20,000 miles on public roads. We've been conducting this type of test for several years.

We found that close to half of the 46 all-season and performance all-season tires that we tested could be expected to last 65,000 miles or more; six could top 85,000 miles.

Our tread-life estimates let you compare the expected miles-to-wear-out for the specific tires we tested, but your actual experience will vary by how, where, and what vehicle you drive, among many other factors.

What's Wrong With Warranties

If your new tires wear out prematurely, the manufacturer's pro-rated tire treadwear warranty typically provides only a partial credit, representing the miles you didn't get, good toward the purchase of an identical or a comparable tire from the same maker.

The credit is applied to the dealer's retail price, but that price may be fictional due to frequent discounting.

On top of that, restrictions abound. Your tires may have to show even wear across the tread or the deal's off. You may also have to document in writing that you had the tires rotated at the prescribed intervals, usually every 5,000 miles, since they were new.

Keep Your Tires in Top Condition

Manufacturer's are building longer-lasting tires, which makes regular

safety checks more critical than ever. Many of today's tires last 50,000 miles or more before they wear out, though weather, road conditions, and under-inflation can shorten tread life.

Make sure you perform the following safety checks on a regular basis to keep your tires in working order, and you and your family safe.

► Check the air pressure each month when the tires are cold (before they've been driven more than a few miles). Be sure that the tires are inflated to the air pressure(s) that are listed on the placard on the doorjamb or inside the glove box or fuel-filler door. Don't use the pressure on the tire's sidewall—that's the maximum pressure for the tire.

► Look for any cracks, cuts, or bulges in the sidewall or tread. If you find any, replace the tire or tires with them immediately.

► Check for uneven treadwear, which typically denotes poor wheel alignment or worn suspension components, and have both checked by a shop. Also have your vehicle's alignment and suspension checked before mounting new tires to avoid premature wear.

► Stay within the vehicle's weight capacity listed on the doorjamb placard. Tires that are overloaded will run hotter, which increases the chance of a failure.

► Measure the depth of the tire tread with a quarter. Place the quarter into a tread groove with George Washington's head down, toward the tire. If George's head is just visible when placed in the groove, then the tread has about 4/32-inch depth. That is enough remaining tread to offer some all-weather grip, but it means that it is time to think about shopping for replacement tires.

For more information on tire maintenance, go to [CR.org/tires](https://www.consumerreports.org/cars/tires).

		Brand & Model	Overall Score	Three-Season Driving				Winter Driving	Comfort		Other		
	Rec.			Dry braking	Wet braking	Handling	Hydroplaning	Snow traction	Ice braking	Ride	Noise	Rolling resistance	Tread life, miles

ALL-SEASON TIRES

Recommended models are high-scoring tires suited for most weather conditions.

Michelin Defender



✓	Michelin Defender	70	↑	↓	↑	↑	↑	↑	↓	↓	↑	↑	90,000
✓	Continental TrueContact	68	↑	↓	↑	↑	↑	↑	↓	↑	↑	↑	60,000
✓	General Altimax RT43	66	↑	↓	↓	↑	↑	↑	↓	↑	↑	↑	65,000
✓	Pirelli P4 Four Seasons Plus	66	↑	↓	↓	↑	↑	↑	↓	↑	↑	↑	100,000
	Nexen Aria AH7	64	↑	↓	↓	↓	↑	↑	↓	↓	↑	↑	75,000
	Goodyear Assurance TripleTred All-Season	62	↑	↓	↑	↑	↑	↓	↓	↓	↑	↓	80,000
	Kumho Solus TA11	62	↑	↓	↓	↑	↑	↑	↓	↓	↑	↑	55,000
	Cooper CS5 Grand Touring	62	↑	↓	↓	↑	↑	↑	↓	↑	↑	↑	70,000
	Yokohama Avid Ascend	60	↑	↓	↓	↑	↑	↓	↓	↑	↑	↑	90,000
	BFGoodrich Advantage T/A	58	↑	↓	↓	↑	↑	↓	↓	↑	↓	↓	75,000
	Uniroyal Tiger Paw Touring	56	↑	↓	↓	↑	↑	↓	↓	↑	↓	↓	65,000
	Sumitomo HTR Enhance L/X	56	↑	↓	↓	↑	↑	↓	↓	↑	↑	↓	70,000

		Brand & Model	Overall Score	Three-Season Driving				Winter Driving	Comfort	Other			
	Rec.			Dry braking	Wet braking	Handling	Hydroplaning	Snow traction	Ice braking	Ride	Noise	Rolling resistance	Tread life, miles

PERFORMANCE ALL-SEASON V-SPEED

Recommended models are high-scoring tires that have good grip in most weather conditions.

Michelin Premier A/S



✓	Continental PureContact	70	↑	↑	↑	↑	↑	↑	↓	↑	↑	↑	55,000
✓	Michelin Premier A/S	70	↑	↑	↑	↑	↑	↑	↓	↑	↑	↓	80,000
✓	Pirelli Cinturato P7 All Season Plus	70	↑	↓	↓	↑	↑	↑	↓	↑	↑	↑	65,000
	General Altimax RT43	68	↑	↓	↑	↑	↑	↓	↓	↑	↑	↑	55,000
	Goodyear Eagle Sport All-Season	64	↑	↓	↑	↑	↑	↓	↓	↓	↓	↑	70,000
	Goodyear Assurance ComforTred Touring	62	↑	↓	↓	↑	↑	↑	↓	↑	↑	↑	75,000
	Yokohama Avid Ascend	62	↑	↓	↓	↑	↑	↓	↓	↑	↑	↓	85,000
	Cooper CS5 Ultra Touring	60	↑	↓	↑	↑	↑	↓	↓	↑	↑	↓	50,000
	Kumho Solus TA71	60	↑	↓	↑	↑	↑	↓	↓	↑	↑	↓	40,000
	Bridgestone DriveGuard	60	↑	↑	↓	↑	↑	↓	↓	↓	↑	↓	50,000
	Bridgestone Turanza Serenity Plus	60	↑	↓	↓	↑	↑	↓	↓	↑	↑	↓	60,000
	Goodyear Assurance TripleTred All-Season	58	↑	↓	↓	↑	↑	↓	↓	↓	↓	↓	85,000
	BFGoodrich Advantage T/A	56	↑	↓	↓	↑	↑	↓	↓	↑	↓	↓	60,000
	Falken Ziex ZE950 A/S	56	↑	↓	↓	↓	↑	↑	↓	↓	↓	↓	55,000
	Uniroyal Tiger Paw Touring	56	↑	↓	↓	↑	↑	↓	↓	↑	↓	↑	60,000

HOW WE TEST: Overall Score is based on more than a dozen tests, with braking, handling, and hydroplaning resistance more heavily weighted for most tires. Braking tests on ice are from 10 mph; on dry and wet pavement, from 60 mph. Handling

for many tires combines how well a tire did in wet and dry cornering grip, steering feel, and an emergency handling maneuver. Hydroplaning denotes a tire's ability to resist skimming along the surface of

standing water. Snow traction tests denote how far a vehicle has to travel to accelerate from 5 to 20 mph on flat, moderately packed snow. Ride and noise comfort are evaluated subjectively on rough and smooth roads. Rolling resistance,

as measured on a dynamometer, is a factor in fuel economy. Tread life indicates wear potential based on our 16,000- or 20,000-mile vehicle driving test.

		Brand & Model	Overall Score	Three-Season Driving				Winter Driving		Comfort		Other	
	Rec.			Dry braking	Wet braking	Handling	Hydroplaning	Snow traction	Ice braking	Ride	Noise	Rolling resistance	Tread life, miles

ULTRA-HIGH-PERFORMANCE ALL-SEASON

Recommended models are high-scoring tires that have a good blend of grip for most weather conditions.

Michelin Pilot Sport A/S 3+



✓	✓	Michelin Pilot Sport A/S 3+	78	✓	✓	✓	✓	✓	✓	✓	✓	✓	55,000
✓	✓	Pirelli P Zero All Season Plus	76	✓	✓	✓	✓	✓	✓	✓	✓	✓	50,000
✓	✓	Continental ExtremeContact DWS06	76	✓	✓	✓	✓	✓	✓	✓	✓	✓	45,000
✓	✓	BFGoodrich g-Force COMP-2 A/S	74	✓	✓	✓	✓	✓	✓	✓	✓	✓	60,000
		Goodyear Eagle Sport All-Season	72	✓	✓	✓	✓	✓	✓	✓	✓	✓	70,000
		Yokohama ADVAN Sport A/S	72	✓	✓	✓	✓	✓	✓	✓	✓	✓	60,000
		Goodyear Eagle F1 Asymmetric All-Season	72	✓	✓	✓	✓	✓	✓	✓	✓	✓	50,000
		Hankook Ventus S1 noble 2	72	✓	✓	✓	✓	✓	✓	✓	✓	✓	45,000
		Dunlop Signature HP	72	✓	✓	✓	✓	✓	✓	✓	✓	✓	40,000
		General G-Max AS-03	70	✓	✓	✓	✓	✓	✓	✓	✓	✓	50,000
		Falken Azenis FK450 A/S	68	✓	✓	✓	✓	✓	✓	✓	✓	✓	40,000
		Kumho ECSTA 4X II	68	✓	✓	✓	✓	✓	✓	✓	✓	✓	40,000
		Cooper Zeon RS-3G1	68	✓	✓	✓	✓	✓	✓	✓	✓	✓	35,000
		Bridgestone Potenza RE970 AS Pole Position	68	✓	✓	✓	✓	✓	✓	✓	✓	✓	45,000
		Laufenn S Fit AS	68	✓	✓	✓	✓	✓	✓	✓	✓	✓	60,000
		Nitto Motivo	66	✓	✓	✓	✓	✓	✓	✓	✓	✓	50,000
		Fuzion UHP Sport A/S	64	✓	✓	✓	✓	✓	✓	✓	✓	✓	55,000
		Toyo Proxes 4 Plus	62	✓	✓	✓	✓	✓	✓	✓	✓	✓	50,000
		Sumitomo HTR A/S PO2	60	✓	✓	✓	✓	✓	✓	✓	✓	✓	30,000
		Sumitomo HTR Enhance L/X	60	✓	✓	✓	✓	✓	✓	✓	✓	✓	55,000

		Brand & Model	Overall Score	Three-Season Driving				Winter Driving		Comfort		Other	
	Rec.			Dry braking	Wet braking	Handling	Hydroplaning	Snow traction	Ice braking	Ride	Noise	Rolling resistance	Tread life, miles

CROSSOVER/SUV ALL-SEASON TIRES

Recommended models are high-scoring tires that are suited for most weather conditions.

Goodyear Assurance CS Fuel Max



✓	✓	Goodyear Assurance CS Fuel Max	70	✓	✓	✓	✓	✓	✓	✓	✓	✓	40,000
✓	✓	Kumho Crugen Premium	68	✓	✓	✓	✓	✓	✓	✓	✓	✓	60,000
✓	✓	Bridgestone Dueler H/L 422 Ecopia	68	✓	✓	✓	✓	✓	✓	✓	✓	✓	65,000
✓	✓	Sumitomo HTR Enhance C/X	68	✓	✓	✓	✓	✓	✓	✓	✓	✓	60,000
		Hankook Dynapro HP2	66	✓	✓	✓	✓	✓	✓	✓	✓	✓	75,000
		Nitto NT 421Q	66	✓	✓	✓	✓	✓	✓	✓	✓	✓	65,000
		Toyo Open Country Q/T	66	✓	✓	✓	✓	✓	✓	✓	✓	✓	65,000
		Yokohama Geolander G055	64	✓	✓	✓	✓	✓	✓	✓	✓	✓	75,000
		Toyo Celsius CUV	64	✓	✓	✓	✓	✓	✓	✓	✓	✓	75,000

A close-up, high-angle shot of a red car's front end. The image focuses on the intricate details of the headlight assembly, which features multiple lenses and a complex internal structure. Below the headlight, a portion of the black grille is visible, showing a honeycomb pattern. The red paint of the car is highly reflective, showing highlights and shadows that emphasize its curves and the precision of the engineering.

Ratings & Reference

Standouts, ratings, vehicle profiles, and road-test, crash-test, and dimensions data

Standout Models in Every Category

As we highlight what makes each vehicle category unique, we list the top vehicles from our testing in every category, from sedans and sports cars to SUVs and pickup trucks.

Sedans

Compact cars are practical for commuting or zipping around town. Midsize sedans provide the best balance of performance, fuel economy, and practicality. Large sedans provide more space and near-luxury accommodations.

COMPACT \$14,000-\$20,000

PROS

Easy to park and maneuver, fuel economy, practical (especially hatchbacks), space for four people

CONS

Tend to be noisy, some have done poorly in IIHS narrow-offset crash test, slow acceleration, jittery ride

SUBCOMPACT

Best Overall Toyota Yaris iA, Honda Fit, Chevrolet Sonic

COMPACT

Best Overall Toyota Corolla, Kia Forte, Mazda3

Fuel-Efficient Toyota Prius, Kia Niro, Kia Forte, Mazda3, Hyundai Elantra, Toyota Corolla, Toyota Corolla iM

Electric Cars/Plug-in Hybrids

Chevrolet Bolt, Toyota Prius Prime

Kia Niro

73

OVERALL
SCORE



MIDSIZE \$22,000-\$33,000

PROS

Comfortable ride, low noise, roomy accommodations, abundant power, space for five people

CONS

Limited cargo flexibility

Best Overall Toyota Camry, Honda Accord, Subaru Legacy, Kia Optima, Mazda6

Fuel-Efficient Ford Fusion Hybrid, Hyundai Sonata Hybrid, Toyota Camry (4-cyl. & hybrid), Mazda6, Honda Accord

Toyota Camry (4-cyl.)

87

OVERALL
SCORE



LARGE \$35,000-\$45,000

PROS

Abundant interior room, comfortable seats, composed ride, quiet cabin, large trunk

CONS

Hard to park, lack agility, mediocre fuel economy

Best Overall Chevrolet Impala, Kia Cadenza

Chevrolet Impala

86

OVERALL
SCORE



Luxury Sedans

These cars promise more of everything than mainstream brands do: comfort, quietness, safety, and panache—all of which comes wrapped in glittery bodywork and with richer, more supple interior materials.

COMPACT \$35,000–\$45,000

PROS

Quiet cabin, power, handling, fit and finish, advanced safety systems

CONS

Expensive to maintain when warranty ends, controls can be complex and distracting, tight rear seats, entry-level models don't deliver much in the way of luxury

Best Overall Audi A4, Audi A3

Fuel-Efficient BMW 328d

Fun to Drive BMW 330i, Audi A4

MIDSIZE \$40,000–\$60,000

PROS

Comfort, roominess, quiet cabin, power, handling, fit and finish, advanced safety systems

CONS

Fuel economy, expensive to maintain when warranty ends, controls can be complex and distracting, relatively tight rear seats in certain models

Best Overall Infiniti Q70, Lexus GS, Mercedes-Benz E-Class, Lexus ES

Great Value Lexus ES, Genesis G80

Sporty Audi A6, Infiniti Q70, Lexus GS 350, Mercedes-Benz E-Class

Fuel-Efficient Lexus ES 300h, Lincoln MKZ Hybrid

LARGE \$70,000–\$110,000

PROS

Interior room, quiet cabin, power, fit and finish, advanced safety systems

CONS

Fuel economy, expensive to maintain when warranty ends, complex and distracting controls

Best Overall Tesla Model S, BMW 7 Series, Genesis G90, Mercedes-Benz S-Class

Infiniti Q70

88

OVERALL
SCORE



Tesla Model S

94

OVERALL
SCORE



Audi A4

85

OVERALL
SCORE



SUVs

Subcompact and compact SUVs blend versatility, passenger space, comfort, and safety features with decent fuel economy. Midsize and large versions bring more cargo and passenger room, including up to three rows of seats. But fuel economy can suffer. All-wheel drive is usually optional, and often standard.

SUBCOMPACT/COMPACT \$20,000-\$35,000

PROS

Versatility, easy to park, agility, fuel economy

CONS

Noisy, stiff ride

SUBCOMPACT

Best Overall Subaru Crosstrek, Nissan Rogue Sport, Honda HR-V, Mazda CX-3

COMPACT

Best Overall Subaru Forester, Honda CR-V, Toyota RAV4, Mazda CX-5, Nissan Rogue, Kia Sportage

Fuel-Efficient Toyota RAV4 Hybrid, Honda CR-V, Subaru Forester 2.5i

Sporty Kia Sportage, Mazda CX-5, Ford Escape

Honda HR-V

67

OVERALL SCORE



MIDSIZE \$30,000-\$40,000

PROS

Versatility, good interior and cargo space, ample power, third-row seat in some, composed ride, quiet cabin

CONS

Can get expensive with options, handling can be clumsy, fuel economy, can be challenging to park three-row versions, rear visibility

Best Overall: Two-Row Hyundai Santa Fe Sport, Nissan Murano, Ford Edge

Best Overall: Three-Row Toyota Highlander, Kia Sorento, Hyundai Santa Fe, Honda Pilot

Toyota Highlander Hybrid

87

OVERALL SCORE



Subaru Forester

84

OVERALL SCORE



Luxury SUVs

These models are distinguished by their quiet interiors, leather and wood trim, and abundance of comfort and convenience features. Compact models are alternatives to conventional family sedans, albeit smaller. Midsized and large models add creature comforts, safety gear, and high-tech infotainment features.

COMPACT

\$35,000-\$45,000

PROS

Plush, quiet cabin, agile, quick, easy to park, advanced safety systems

CONS

Ride, tight rear seat, complicated controls, high price, entry-level models deliver less luxury than expected

Best Overall BMW X3, Porsche Macan, Audi Q3, Lexus NX 300, Audi Q5

Fuel-Efficient Lexus NX 300h, BMW X1,

Fun to Drive BMW X3, Porsche Macan, Audi Q3

MIDSIZED

\$45,000-\$55,000

PROS

Plush accommodations, interior room, quiet cabin, cutting-edge technology

CONS

Fuel economy, expensive to maintain when warranty ends, controls can be complex and distracting, costly options packages, spotty reliability

Best Two-Row Lexus RX

Best Three-Row Audi Q7, BMW X5

Fuel-Efficient Lexus RX 450h

Sporty Audi Q7

Audi Q7

90
OVERALL
SCORE



LARGE

\$60,000-\$80,000

PROS

Luxurious accommodations, interior and cargo room, quiet cabin, cutting-edge technology

CONS

Fuel economy, expensive to maintain when warranty ends, controls can be complex and distracting, costly options packages, spotty reliability

Best Overall Toyota Land Cruiser

Toyota Land Cruiser

75
OVERALL
SCORE



Lexus NX 300h

76
OVERALL
SCORE

Minivans & Wagons

Best for hauling five to eight people.

MINIVANS \$35,000-\$45,000
WAGONS \$25,000-\$40,000

PROS

Minivans seat seven or eight, abundant luggage/cargo space, composed ride, quiet cabin

CONS

Few minivans offer all-wheel drive, minivan image for some buyers, mediocre fuel economy

MINIVANS

Best Overall Toyota Sienna, Honda Odyssey, Chrysler Pacifica

Fuel-Efficient Chrysler Pacifica Hybrid

WAGONS

Best Overall Volkswagen Golf Alltrack, Subaru Outback

Toyota Sienna

79

OVERALL SCORE



BMW M240i

92

OVERALL SCORE



Sports Cars

The best are quick and agile, with a rewarding driving experience.

PRICE RANGE
\$30,000-\$50,000+

PROS

Fun, fast, agile, stylish

CONS

Impractical, cramped, rough-riding, noisy, expensive to insure

Best Overall

BMW M240i, Porsche 911

Roadsters

Porsche 718 Boxster, Audi TT

Fun Coupes

Toyota 86, Subaru BRZ, Nissan 370Z

Pickup Trucks

The best ones are adaptable for work or family duty.

PRICE RANGE
\$35,000-\$50,000+

PROS

Unbeatable hauling and towing capacities, versatility

CONS

Fuel-thirsty, bulky size, exposed cargo areas, high cost

Best Compact Pickup

Honda Ridgeline

Best Full-Size Pickup

Ford F-150



Honda Ridgeline

70

OVERALL SCORE

Vehicle Ratings

These charts provide a quick reference guide to all the vehicles Consumer Reports has recently tested. At a glance, you can see how each vehicle matches up with its competitors.



Guide to the Charts

► **Price as tested** is the sticker price at the time of purchase of our test vehicle, including an automatic transmission (unless otherwise noted) and typical equipment.

► **Overall Score** accounts for a vehicle's performance in our road tests, results from our reliability and owner satisfaction surveys, the availability of a frontal crash-prevention system, and, if applicable, crash tests performed by the National Highway Traffic Safety Administration and the Insurance Institute for Highway Safety. We deduct points if a vehicle's shifter lacks fail-safes or is difficult to use. For more information on safety and crash-test performance, see page 190.

► **Survey results** include predicted reliability, our forecast of how well a new car will hold up based on its recent history from our latest Annual Auto Survey. The

survey includes owner satisfaction, which is based on the percentage of CR members who say they would definitely buy or lease their vehicle again. Reliability and owner satisfaction predictions for new or redesigned models are based on other models from the manufacturer and the history of the previous generation. To learn more on reliability, go to CR.org/reliability.

► **Road-test score** is based on results from more than 50 objective and subjective tests and evaluations performed at our 327-acre Auto Test Center in central Connecticut.

► **Overall mpg** is the overall miles per gallon a vehicle achieved in Consumer Reports' fuel-economy tests, reflecting a mix of city and highway driving. Highs and lows give a quick summary of a model's notable strengths and weaknesses.

Key to the Ratings

The vehicles are divided by category and ranked according to their Overall Scores. Certain models are included in multiple categories, as appropriate. Sometimes we also include vehicles that are viable alternatives to those in a specific category. Recommended vehicles are those that meet Consumer Reports' stringent testing, reliability, and safety standards.

To earn our recommendation, noted with a , vehicles must perform well in our testing, have average or better reliability, and perform adequately if included in government or insurance-industry safety tests. In addition, pickups and SUVs must not have tipped up in the government's rollover test, if evaluated.

Why Certain Vehicles Are Not in the Ratings

These models have been redesigned or extensively refreshed since our last test, and they are scheduled to be included in future road tests: the Acura RDX, Hyundai Accent, Jeep Wrangler, Kia Rio, Lexus LS, Nissan Leaf, Ram 1500, Toyota Avalon, and Volkswagen Jetta. For updates, check a future issue of Consumer Reports Cars or CR.org.

	Make & Model	Overall Score	Price	Survey Results		Test Results		Highs	Lows
Rec.			As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		

CARS: COMPACT ELECTRIC AND HYBRIDS

✓	Toyota Prius Three	77	\$27,323	↑	↑	75	52	Fuel economy, hatchback versatility, ride, reliability, standard AEB.	Rear visibility, acceleration, seat comfort, insubstantial for price, odd shifter and gauges, too easy to turn off daytime running lights.
✓	Chevrolet Bolt Premier	77	\$43,155	↑	↑	76	119 ¹	Long range for an electric car, acceleration, agility, quietness, eligible for tax incentives.	Charging times, brake-pedal feel, ride, seat comfort, gear selector.
✓	Toyota Prius Prime Premium	77	\$29,889	↑	↑	74	133 ¹ / 50 ²	Fuel economy, no range anxiety, ride, hatchback versatility, standard AEB.	Complex infotainment screen, 4-seat only, no rear wiper, too easy to turn off daytime running lights.
✓	Ford C-Max Hybrid SE	75	\$26,685	↑	↑	77	37	Fuel economy, ride, handling, quietness, access, utility.	Some controls, grabby brakes, small cargo area.
✓	Kia Niro EX	73	\$26,805	↑	↑	65	43	Fuel economy, controls, cargo versatility, reliability.	Braking, agility, hesitation off the line, front-seat comfort, ride, too easy to turn off DRL.
	Hyundai Ioniq SEL	68	\$25,035	↑	↑	67	52	Fuel economy, controls, cargo versatility, long warranty.	Braking, agility, hesitation off the line, too easy to turn off DRL.
	BMW i3 Giga	66	\$50,450	↓	↓	79	139 ¹ / 29 ²	Agility, reduced range anxiety with optional gasoline engine.	Long trips require frequent fill-ups, seats only four, rear-seat access, cargo space, stingy instrumentation, odd shifter.
	Toyota Prius C Two	66	\$20,850	↑	↑	55	43	Fuel economy, smooth transmission, turning circle, relatively roomy rear seat for two, standard AEB.	Acceleration, ride, noise, driving position, rear visibility, fit and finish.
	Toyota Mirai	65	\$58,335	↑	↑	61	67 ¹	Long range for an EV, relatively quick fill-ups, ride, emits only water vapor, standard AEB.	Seats only 4, clumsy handling, limited hydrogen infrastructure, cargo space, too easy to turn off DRL.
	Chevrolet Volt LT	59	\$35,890	↓	↑	70	105 ¹ / 38 ²	Ride, quietness, controls, can be electric without range anxiety.	Reliability, visibility, tight rear seat, front-seat comfort, driving position, access.
	Ford Focus Electric	51	\$40,990	↓	↓	76	107 ¹	Fun to drive, handling, ride, instant power delivery, quietness.	Reliability, touchy throttle and brake pedal, battery takes up trunk space, rear seat, limited range.

CARS: SUBCOMPACT

✓	Toyota Yaris iA	68	\$17,570	↑	↓	60	35	Fuel economy, agility, standard front-collision mitigation, standard AEB.	Noise levels, infotainment learning curve, tight rear seat, wet braking, too easy to turn off DRL.
✓	Honda Fit EX	64	\$19,025	↓	↓	67	33	Fuel economy, interior room, versatility, handling, access.	Ride, noise, confusing uplevel audio system.
✓	Chevrolet Sonic LT (1.8L)	63	\$17,290	↓	↓	66	28	Braking, trunk, quick and quiet for class.	Overly sensitive steering, narrow driving position, seat comfort.
	Nissan Versa Note SV	62	\$17,495	↑	↓	61	31	Space, access, versatility, fuel economy, controls, reliability.	Driving position, unsupportive front seats, acceleration.
	Nissan Versa SV (sedan)	58	\$15,490	↑	↓	56	32	Fuel economy, rear seat, trunk.	Handling, engine noise, front-seat comfort, fit and finish, IIHS small-overlap crash-test results.
	Toyota Yaris LE	58	\$17,290	↑	↓	47	32	Fuel economy, roomy rear seat, turning circle, standard AEB.	Noise, ride, driving position, front-seat comfort, fit and finish, rear visibility, too easy to turn off DRL.
	Chevrolet Spark 1LT	47	\$16,660	↓	↓	47	33	Easy to park, braking, fuel economy.	Acceleration, ride, noise, seat comfort, driving position.
	Ford Fiesta SE (hatchback, 4-cyl. MT)	43	\$17,795	↓	↓	66	32	Handling, braking, ride, relatively quiet, fuel economy, turning circle.	Reliability, some controls, rear seat, rear visibility, narrow power band, relatively expensive.
	Ford Fiesta SE (sedan, 4-cyl.)	42	\$16,595	↓	↓	64	33	Handling, ride, relatively quiet, fuel economy, turning circle.	Reliability, acceleration, rear seat, some controls, rear visibility.
	Mitsubishi Mirage ES	37	\$16,050	↑	↓	29	37	Fuel economy, turning circle, relatively roomy rear seat, hatchback versatility, feature content.	Handling, noise, vibration, acceleration, feels cheap and insubstantial.

CARS: SMALL 2-DOOR

	Mini Cooper (base, AT)	54	\$27,400	↓	↑	68	31	Handling, fuel economy, thick option list allows personalization.	Reliability, rear seat, some controls, 3-cylinder engine a bit gruff, premium fuel.
	Volkswagen Beetle S 1.8T (AT)	49	\$22,485	↓	↓	59	27	Cuteness, nostalgia, controls.	Reliability, wind noise, at-limit handling, rear seat, no curtain air bags.

Ratings & Reference Vehicle Ratings

	Make & Model	Overall Score	Price	Survey Results		Test Results		Highs	Lows
Rec.			As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
CARS: COMPACT									
✓	Toyota Corolla LE	78	\$20,652	⬆️	⬆️	71	32	Ride, fuel economy, interior space, large trunk, secure emergency handling, reliability, value, standard AEB.	Lackluster handling, inconsistent interior quality, too easy to turn off daytime running lights.
✓	Kia Forte LX	78	\$19,570	⬆️	⬇️	80	33	Fuel economy, ride, braking, controls, relatively roomy rear seat.	Agility, low rear seat.
✓	Mazda3 Sport (hatchback, 2.0L, MT)	77	\$24,040	⬆️	⬆️	73	32	Handling, fuel economy, transmission, high-end options, standard AEB.	Ride, noise, rear seat, rear visibility, cumbersome infotainment system.
✓	Mazda3 Sport (2.0L)	76	\$21,740	⬆️	⬆️	72	33	Handling, fuel economy, transmission, high-end options, standard AEB.	Ride, noise, rear seat.
✓	Kia Soul Plus	74	\$24,115	⬆️	⬆️	74	26	Handy size, inexpensive upscale features, access, controls, braking.	Stiff ride, limited cargo room with rear seat up.
✓	Toyota C-HR XLE	72	\$23,892	⬆️	⬆️	64	29	Controls, standard automatic emergency braking.	Slow acceleration, wind noise, rear visibility, rear access, unsupportive seat, too easy to turn off DRL.
✓	Toyota Corolla iM	71	\$19,995	⬆️	⬇️	64	31	Agility, fuel economy, hatchback versatility, well-equipped for price, standard AEB.	Acceleration, engine noise, rear seat, rear visibility, lacks common options.
✓	Hyundai Elantra SEL	70	\$20,090	⬆️	⬇️	66	33	Relatively roomy, easy controls, fuel economy, long warranty, reliability.	Engine noise, ride, front-seat comfort, too easy to turn off day-time running lights.
	Honda Civic LX	67	\$20,275	⬇️	⬇️	76	32	Fuel economy, ride, handling, interior storage.	Awkward access, front-seat comfort.
	Honda Civic EX-T	66	\$23,035	⬇️	⬇️	75	31	Fuel economy, ride, handling, interior storage.	Awkward access, front-seat comfort, complicated infotainment system for EX and higher trims.
	Subaru Impreza Premium	66	\$23,410	⬇️	⬆️	85	30	Ride, braking, fuel economy, relatively roomy interior, controls.	Reliability, front-seat comfort.
	Volkswagen Golf SE (1.8T)	63	\$25,315	⬇️	⬆️	82	28	Ride, handling, quietness, braking, easy infotainment system, hatchback versatility.	Reliability.
	Chevrolet Cruze LT (1.4T)	57	\$23,145	⬇️	⬇️	77	30	Ride, quietness, fuel economy, among roomiest in class.	Reliability, front-seat support, rear visibility.
	Chevrolet Cruze LT (diesel)	56	\$27,395	⬇️	⬇️	75	41	Fuel economy, ride, quietness, among roomiest in class.	Reliability, front-seat support, rear visibility.
	Mini Clubman Base (1.5T)	54	\$31,550	⬇️	⬆️	67	28	Handling, roomier than any other Mini.	Reliability, ride, noise, visibility, controls have a learning curve.
	Nissan Sentra SV	51	\$20,125	⬇️	⬇️	62	31	Braking, fuel economy, spacious rear seat, access, lots of features for the money.	Reliability, ride, noise, fit and finish, front-seat comfort.
	Ford Focus SE (2.0L)	45	\$20,485	⬇️	⬇️	67	29	Agility, ride, quietness.	Reliability, snug interior, transmission causes low-speed vibration.
	Ford Focus SE (1.0T)	43	\$21,455	⬇️	⬇️	62	29	Agility, ride, quietness.	Reliability, snug interior, slow acceleration without any fuel-economy benefit.
	Fiat 500L	30	\$24,595	⬇️	⬇️	50	27	Roomy interior, handy size, access.	Reliability, IIHS small-overlap crash-test results, stiff ride, touchy brake pedal, front seats, driving position.
CARS: MIDSIZED									
✓	Toyota Camry Hybrid LE (4-cyl.)	89	\$28,949	⬆️	⬆️	89	47	Fuel economy, ride, controls, standard AEB.	Low stance hurts access, too easy to cancel daytime running lights.
✓	Toyota Camry LE (4-cyl.)	87	\$26,364	⬆️	⬆️	86	32	Fuel economy, braking, controls, standard automatic emergency braking.	High-rpm engine noise, transmission refinement, low stance hurts access, too easy to cancel DRL.
✓	Honda Accord EX (1.5T)	84	\$28,345	⬇️	⬆️	89	31	Fuel economy, ride, handling, controls, standard AEB.	Low stance hurts access.
✓	Subaru Legacy 2.5i Premium	81	\$24,837	⬆️	⬆️	89	26	Ride, handling, braking, transmission, visibility, controls, standard all-wheel drive.	Acceleration.

	Make & Model	Overall Score	Price	Survey Results		Test Results		Highs	Lows
Rec.			As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		

CARS: MIDSIZED *Continued*

✓	Kia Optima EX (2.4L)	81	\$25,860	↑	↑	86	28	Roomy interior, seat comfort, controls, braking, lots of equipment for price, reliability.	Too easy to turn off daytime running lights, low dash vents.
✓	Mazda6 Sport	79	\$23,590	↑	↑	79	32	Fuel economy, agility, transmission, standard automatic emergency braking.	Noise, ride, snug interior, low dash vents, cumbersome infotainment system.
✓	Ford Fusion Titanium (2.0T)	79	\$33,180	↑	↓	83	22	Agility, ride, quietness, fun to drive, braking.	Visibility, rear seat, small trunk opening.
✓	Hyundai Sonata SEL (2.4L)	78	\$25,845	↓	↓	85	28	Spacious rear seat, braking, controls, long warranty.	Braking is a touch firm, too easy to turn off daytime running lights.
✓	Ford Fusion SE (1.5T)	78	\$27,720	↑	↓	81	24	Agility, ride, quietness, fun to drive, braking.	Visibility, rear seat, small trunk opening.
✓	Volkswagen Passat SE (4-cyl.)	78	\$27,485	↑	↓	82	28	Interior room, rear seat, trunk, access, agility, braking.	Transmission refinement at low speeds.
✓	Nissan Altima 3.5 SL	77	\$31,610	↑	↓	80	24	Acceleration, rear seat, controls, standard AEB.	Agility, ride.
✓	Ford Fusion SE Hybrid	77	\$28,290	↑	↓	80	39	Fuel economy, agility, ride, quietness, fun to drive, powertrain.	Visibility, touchy brakes, rear seat, small trunk opening.
✓	Volkswagen Passat SEL Premium (V6)	76	\$33,720	↑	↓	79	23	Ride, handling, acceleration, interior room, rear seat, access.	Requires premium fuel.
✓	Hyundai Sonata Hybrid SE	74	\$26,950	↓	↓	80	39	Fuel economy, spacious interior, rear seat, controls, long warranty.	Ride, too easy to turn off daytime running lights.
✓	Nissan Altima 2.5 SV	72	\$26,890	↑	↓	71	29	Rear seat, controls, standard AEB.	Unsettled ride, overly light steering.
	Chevrolet Malibu 1LT (1.5T)	68	\$26,790	↓	↓	80	29	Ride, quietness, controls.	Raspy 1.5-liter turbo, front-seat comfort, so-so visibility.
	Chevrolet Malibu Hybrid	68	\$30,735	↓	↓	79	41	Fuel economy, ride, quietness, controls.	Front-seat comfort, so-so visibility.

CARS: LARGE

✓	Chevrolet Impala Premier (V6)	86	\$39,110	↑	↑	91	22	Ride, handling, braking, quietness, spacious cabin and trunk, advanced electronic safety features.	Rear visibility.
✓	Kia Cadenza Premium	85	\$36,945	↑	↑	91	24	Acceleration, smooth powertrain, quietness, braking, interior room, controls.	Lacks agility.
	Nissan Maxima Platinum	71	\$41,995	↓	↓	81	25	Acceleration, controls, fit and finish, standard automatic emergency braking.	Reliability, ride, steering, engine noise, access, snug driving position, visibility, rear-seat room.
	Ford Taurus Limited (3.5, V6)	67	\$37,885	↓	↓	72	21	Quietness, trunk space.	Visibility, driving position.
	Chrysler 300 C (V8)	66	\$45,650	↓	↑	84	20	Acceleration, transmission, ride, quietness, seat comfort, fit and finish.	Reliability.
	Chrysler 300 Limited (V6)	65	\$38,335	↓	↑	83	22	Acceleration, transmission, ride, quietness, seat comfort, fit and finish.	Reliability.
	Dodge Charger R/T Plus (V8)	65	\$40,375	↓	↑	85	20	V8 sound and power, transmission, easy-to-use infotainment system.	Reliability, visibility, access.
	Dodge Charger SXT (V6)	63	\$34,510	↓	↑	82	22	Transmission, quietness, ride, interior room.	Reliability, visibility, access.

CARS: LUXURY ENTRY-LEVEL

✓	Audi A3 Premium	72	\$31,495	↓	↓	77	27	Handling, feels solid, braking, standard AEB.	Rear seat, some controls, headlights.
	Mercedes-Benz CLA250	56	\$36,500	↓	↓	64	28	Braking, fuel economy, fit and finish, standard automatic emergency braking.	Ride, noise, cramped interior, uneven power delivery, visibility, access, small trunk opening, unintuitive shifter.
	Acura ILX Premium	44	\$30,820	↓	↓	61	28	None.	Reliability, stiff ride, loud cabin, access, controls, overpriced for what you get.

	Make & Model	Overall Score	Price	Survey Results		Test Results		Highs	Lows
Rec.			As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
CARS: LUXURY COMPACT									
✓	Audi A4 Premium Plus	85	\$48,890	⬆	⬆	88	27	Ride, handling, quietness, transmission, fit and finish, front-seat comfort, standard AEB.	Controls take getting used to, unintuitive shifter, tight rear seat.
✓	BMW 328d xDrive	79	\$50,475	⬆	⬇	86	35	Handling, ride, transmission, fuel economy, front-seat comfort, fit and finish, visibility.	Some controls, diesel-engine noise, shifter.
✓	BMW 330i xDrive	78	\$51,745	⬆	⬇	86	26	Handling, transmission, front-seat comfort, fit and finish.	Some controls, choppy ride, shifter.
	Buick Regal Essence (2.0T, AWD)	73	\$39,715	⬇	⬆	87	23	Ride, powertrain, braking, controls, front-seat comfort, hatchback versatility.	Less agile than the previous Regal.
	Kia Stinger Premium (2.0T, AWD)	69	\$40,400	⬇	⬆	75	23	Handling, front-seat comfort, hatchback versatility.	Ride, tight rear seat, difficult access.
	Volvo S60 T5	68	\$39,925	⬇	⬇	80	25	Transmission, braking, front-seat comfort, standard forward-collision avoidance.	Ride, rear seat, rear visibility.
	Infiniti Q50 3.0t Luxe (AWD)	67	\$48,775	⬇	⬇	85	22	Acceleration, agility, braking, visibility.	Reliability, cumbersome infotainment system, small trunk.
	Lexus IS 300 (AWD)	67	\$48,149	⬆	⬇	56	20	Reliability, standard automatic emergency braking.	Cramped interior and driving position, ride, road noise, lackluster handling, controls, access.
	Mercedes-Benz C300 (4MATIC)	66	\$47,560	⬇	⬇	85	26	Ride, handling, acceleration, quietness, front-seat comfort, fit and finish, standard AEB.	Reliability, controls, confusing shifter.
	Acura TLX 2.4L	61	\$35,920	⬇	⬇	79	27	Powertrain, braking, standard automatic emergency braking.	Reliability, annoying audio controls, lacks panache.
	Cadillac ATS Luxury (2.0T)	60	\$43,295	⬇	⬇	79	23	Handling, fun to drive, acceleration, braking, fit and finish, front-seat comfort.	Reliability, Cue infotainment system, tight interior, small trunk, turbo lacks refinement, access.
	Acura TLX SH-AWD	59	\$42,345	⬇	⬇	75	25	Acceleration, braking, standard automatic emergency braking.	Reliability, transmission, annoying audio controls, lacks panache.
	Jaguar XE Premium (25t AWD)	50	\$47,378	⬇	⬆	69	25	Handling agility, steering.	Tight quarters, seat comfort, controls, interior short on luxury grade.
	Alfa Romeo Giulia Ti (AWD)	48	\$48,890	⬇	⬆	70	27	Agility, steering.	Controls, tight rear seat, limited driver's-seat adjustments.
CARS: LUXURY MIDSIZED									
✓	Infiniti Q70 (V6)	88	\$53,825	⬆	⬇	90	21	Acceleration, transmission, agility, braking, fit and finish, reliability.	Busy dashboard, overbearing electronic safety aids.
✓	Lexus GS 350	86	\$58,858	⬆	⬆	83	21	Quietness, ride, powertrain, front-seat comfort, fit and finish, visibility, reliability, standard AEB.	Fussy controls.
✓	Lexus ES 350	84	\$43,702	⬆	⬆	78	25	Acceleration, drivetrain, quietness, front-seat comfort, reliability, standard AEB.	Lackluster handling, controls.
✓	Mercedes-Benz E300 (4MATIC)	84	\$69,585	⬆	⬇	85	24	Agility, braking, quietness, front-seat comfort, fit and finish, standard AEB.	Unintuitive controls, tight rear seat, rear access, confusing shifter.
✓	Lexus ES 300h	83	\$44,017	⬆	⬆	77	36	Fuel economy, hybrid drivetrain, quietness, front-seat comfort, reliability, standard AEB.	Lackluster handling, controls, touchy brake pedal.
✓	Infiniti Q70 Hybrid	83	\$58,655	⬆	⬇	83	25	Acceleration, fit and finish, reliability.	Abrupt transition between electric and gas modes, touchy brake pedal, trunk.
✓	BMW 530i xDrive	82	\$65,210	⬆	⬆	94	26	Ride, quietness, transmission, seat comfort, fit and finish, fuel economy.	Some controls might not be intuitive, shifter.
✓	Genesis G80 3.8 (AWD)	81	\$52,450	⬇	⬆	89	20	Ride, braking, quietness, plush interior, slick powertrain, standard AEB.	Overzealous lane-keeping assist, gear selector.
✓	Audi A6 3.0 Premium Plus Quattro	80	\$56,295	⬇	⬆	90	22	Powertrain, handling, ride, quietness, front-seat comfort, fit and finish, high-tech features.	Controls take getting used to, turning circle.
✓	Lincoln MKZ 2.0 EcoBoost	79	\$41,990	⬇	⬆	88	23	Handling, ride, quietness.	Visibility, snug interior, hidden exterior trunk release.

	Make & Model	Overall Score	Price	Survey Results		Test Results		Highs	Lows
Rec.			As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		

CARS: LUXURY MIDSIZED *Continued*

✓	Lincoln MKZ Hybrid	79	\$41,990	↓	↑	88	34	Handling, ride, quietness, fuel economy.	Visibility, snug interior, hidden exterior trunk release.
	Cadillac CT6 Luxury (3.6, AWD)	75	\$64,485	↓	↑	95	22	Agility, ride, braking, quietness, seat comfort, interior room, fit and finish.	Reliability, controls, low dash vents, scant in-cabin storage.
	Lincoln Continental Select (2.7T, AWD)	67	\$55,590	↓	↑	83	20	Ride, quietness, acceleration, braking, interior room.	Confusing gear selector, front-seat comfort, controls.
	Cadillac CTS Luxury (V6, AWD)	64	\$58,780	↓	↓	83	22	Agility, fun to drive, front seats, plush interior, braking.	Reliability, complicated controls, rear seat, trunk.
	Acura RLX Tech	64	\$55,345	↓	↓	75	23	Spacious and plush interior, seat comfort, braking, standard AEB.	Reliability, ride, agility, complicated controls, suspension noise.
	Cadillac XTS Premium	63	\$57,200	↓	↓	82	22	Roomy interior and trunk, seat comfort, fit and finish, quietness, braking, transmission.	Controls, ride not plush enough, visibility, small trunk opening.
	Volvo S90 T6 Momentum (AWD)	62	\$61,855	↓	↑	73	23	Seat comfort, fit and finish, standard AEB.	Ride comfort, coarse engine noise, unintuitive controls.
	Buick LaCrosse Essence	59	\$43,225	↓	↓	85	24	Ride, quietness, acceleration, braking, roomy interior, infotainment system.	Reliability, confusing gear selector, visibility, agility.
	Jaguar XF Prestige (V6, AWD)	58	\$66,586	↓	↑	83	21	Ride, agility, acceleration, braking, transmission, front-seat comfort.	So-so infotainment system, snug interior, expensive to get advanced safety features, weak A/C.
	Maserati Ghibli S Q4	46	\$89,010	↓	↓	71	19	Exhaust sound, steering feedback, braking, acceleration, transmission, fit and finish.	Ride, initial turbo lag, fuel economy, rear seat, access, touchy brake pedal, fussy shifter.

CARS: ULTRALUXURY

✓	Tesla Model S P85D	94	\$127,820	↑	↑	100	87 ¹¹	Energy efficiency, acceleration, handling, luggage capacity, optional third seat, standard forward collision warning.	Limited range, long charging times, access, visibility, controls, reduced ride comfort and quietness with 21-inch tires.
✓	BMW 750i xDrive	86	\$110,645	↑	↓	99	21	Ride, quietness, powertrain, seat comfort, room, fit and finish, lots of high-tech features.	Narrow trunk, learning curve for controls, unintuitive shifter.
✓	Genesis G90 Premium (3.3T, AWD)	81	\$71,550	↓	↑	89	18	Powertrain, ride, quietness, interior room, standard AEB.	Unintuitive gear selector, low dash vents.
✓	Mercedes-Benz S560 (4MATIC)	78	\$114,475	↓	↑	96	18	Most comfortable-riding car, quietness, acceleration, braking, interior room, seat comfort, fit and finish, standard AEB.	Complicated and distracting controls, price, unintuitive shifter.
✓	Audi A8 4.0T	77	\$91,275	↓	↓	91	21	Handling, acceleration, transmission, braking, seat comfort, quietness, fit and finish, high-tech features.	Controls take getting used to, small trunk.
	Jaguar XJL Portfolio	58	\$81,575	↓	↑	82	19	Acceleration, transmission, handling, ride, quietness, seat comfort, fit and finish.	Trunk, some controls, access, rear visibility, unintuitive shifter.

SPORTS CARS OVER \$40,000 Equipped with manual transmission

✓	BMW M240i	92	\$50,400	↑	↑	98	25	Acceleration, handling, braking, front-seat comfort, quietness, reliability.	Rear-seat room, some controls.
✓	Porsche 911 Carrera S	87	\$110,630	↑	↑	95	23	Acceleration, handling, braking, engine sound, visibility, fit and finish, handy small rear seat.	Ride, noise, access, controls.
✓	Porsche 718 Boxster (base, AT)	83	\$69,790	↓	↑	95	26	Acceleration, handling, braking, fit and finish, quick top operation that works on the move.	Ride, noise, access, some controls, visibility with closed top.
✓	Audi TT 2.0T (AT)	79	\$50,600	↑	↑	84	26	Agility, braking, front-seat comfort, fit and finish, hatchback versatility, high-tech features.	Controls take getting used to, ride, access, tiny rear seat.
	Ford Mustang GT Premium (V8)	66	\$43,295	↓	↑	84	19	Handling, acceleration, braking, interior details, exhaust note.	Reliability, rear seat, ride.

Ratings & Reference > Vehicle Ratings

	Make & Model	Overall Score	Price	Survey Results		Test Results		Highs	Lows
Rec.			As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
SPORTS CARS OVER \$40,000 Equipped with manual transmission <i>Continued</i>									
	Chevrolet Corvette Stingray 3LT	64	\$73,260	⬇️	⬆️	92	20	Acceleration, handling, braking, engine sound, controls, fit and finish, performance for the price.	Reliability, ride, noise, access, visibility, shifter.
	Chevrolet Camaro 2SS (V8)	59	\$47,020	⬇️	⬆️	85	20	Acceleration, handling, braking, styling.	Reliability, visibility, tight interior, low dash vents.
	Dodge Challenger R/T Plus (V8)	51	\$40,860	⬇️	⬆️	70	20	Braking, exhaust note, infotainment system, habitable rear seat, brawn.	Reliability, ride, noise, visibility, wide-hipped around town.
SPORTS CARS UNDER \$40,000 Equipped with manual transmission									
✓	Subaru BRZ Premium	82	\$27,117	⬆️	⬆️	79	30	Driving fun, handling, braking, fuel economy, reliability.	Ride, noise, access, vestigial rear seating.
✓	Toyota 86	81	\$25,025	⬆️	⬆️	78	30	Driving fun, handling, braking, fuel economy, reliability.	Ride, noise, access, vestigial rear seating.
✓	Nissan 370Z Touring (coupe)	73	\$38,565	⬇️	⬇️	81	23	Acceleration, handling, braking, fit and finish.	Ride, noise, visibility, access.
	Honda Civic Si	66	\$24,775	⬇️	⬆️	74	34	Handling, fuel economy, value.	Ride, controls, access, advanced safety features aren't available.
	Volkswagen GTI Autobahn	65	\$31,730	⬇️	⬆️	82	29	Agility, seat comfort, quiet cabin, hatchback versatility.	Reliability.
	Subaru WRX Premium	65	\$29,742	⬇️	⬆️	75	26	Acceleration, cornering grip, visibility, braking, four-door practicality.	Hard ride, engine drone, stiff clutch, clunky shifter, turbo lag.
	Mazda MX-5 Miata Club	64	\$29,905	⬇️	⬆️	80	34	Agility, shifter, fuel economy, easy manual top.	Reliability, ride, noise, tight quarters, cumbersome infotainment system, access.
	Mini Cooper S	63	\$29,945	⬇️	⬆️	81	30	Handling, fuel economy, manual shifter, engine sound.	Reliability, rear seat, some controls, premium fuel.
	Ford Mustang Premium (4-cyl., AT)	61	\$33,080	⬇️	⬆️	76	25	Handling, braking, interior details.	Reliability, rear seat, noise, raspy engine sound.
	Buick Cascada Premium	58	\$37,385	⬆️	⬆️	53	22	Well-insulated top, opens/closes on the go, seats four, nice details.	Visibility, dated controls, ride, fuel economy, long doors.
	Fiat 124 Spider Lusso	52	\$29,985	⬇️	⬆️	76	31	Agility, fuel economy, easy manual top.	Ride, noise, tight quarters, access, cumbersome infotainment system.
	Ford Focus ST	50	\$28,270	⬇️	⬇️	74	26	Handling, fun to drive, acceleration, braking.	Reliability, driving position, snug Recaro seats, some torque steer, turning circle.
	Ford Fiesta ST	48	\$24,985	⬇️	⬇️	74	29	Handling agility, effortless power delivery, sound, braking, fun to drive.	Reliability, ride, snug optional Recaro seats.
	Fiat 500 Abarth	45	\$26,050	⬇️	⬇️	66	28	Invigorating exhaust note, agility, braking.	Reliability, noise, ride, driving position, controls, tiny rear seat and cargo area, rear visibility, turning circle.
WAGONS (all-wheel drive)									
✓	Volkswagen Golf Alltrack SE	80	\$32,515	⬇️	⬇️	89	25	Handling, ride, braking, visibility, controls, solid and substantial feel.	Need top-line SEL for desirable features.
✓	Subaru Outback 3.6R Limited	78	\$36,835	⬇️	⬆️	85	22	Ride, visibility, controls, access, practicality, standard AWD.	None.
✓	Subaru Outback 2.5i Premium	76	\$28,852	⬇️	⬆️	82	24	Ride, visibility, controls, access, practicality, standard AWD.	Acceleration.
	Volvo V60 Cross Country	66	\$46,475	⬇️	⬇️	73	21	Transmission, braking, plush cabin, front-seat comfort, safety features.	Ride, rear visibility, tight rear seat and cargo area, headlights.
MINIVANS									
✓	Toyota Sienna XLE (FWD)	79	\$38,424	⬆️	⬆️	79	21	Ride, interior space and flexibility, rear seat, reliability, standard automatic emergency braking.	Transmission smoothness, agility, fit and finish, too easy to turn off daytime running lights.
✓	Honda Odyssey EX-L	76	\$40,300	⬇️	⬆️	82	22	Ride, quietness, interior room and flexibility, kid-friendly tech.	Unintuitive gear selector, 9-speed automatic isn't the smoothest.

	Make & Model	Overall Score	Price	Survey Results		Test Results		Highs	Lows
Rec.			As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		

MINIVANS *Continued*

✓	Chrysler Pacifica Hybrid Platinum	76	\$48,380	↓	↑	88	84 ¹ / 27 ²	Interior space, ride, quietness, Uconnect 8.4 infotainment system, access, fuel economy.	Hybrid loses Stow 'n Go seating/cargo flexibility.
✓	Chrysler Pacifica Touring L	74	\$38,245	↓	↑	85	21	Interior space and flexibility, ride, quietness, Uconnect 8.4 infotainment system, access.	Coarse-sounding engine.
	Kia Sedona EX	72	\$34,795	↑	↓	70	20	Powertrain, second-row comfort, fit and finish.	Clumsy handling, stiff ride, lacks expected minivan flexibility.
	Ford Transit Connect XLT (2.5L)	72	\$28,015	↑	↓	76	21	Interior space, access, front visibility, handling, ride.	Acceleration, difficult to fold seats, wind noise, some controls, fit and finish, sparse on features.

SUVs: SUBCOMPACTS

✓	Subaru Crosstrek Premium	80	\$25,905	↓	↑	87	29	Ride, roomy interior, controls, fuel economy.	Acceleration, engine noise, driver's seat short on lumbar support.
✓	Honda HR-V LX	67	\$22,045	↑	↓	66	29	Fuel economy, roomy interior, storage, secure handling.	Ride, noise, acceleration, front-seat comfort, rear door handles.
✓	Nissan Rogue Sport SV	67	\$25,655	↓	↑	72	26	Access, controls, fuel economy, standard advanced safety features.	Acceleration, rear seat, rear visibility.
✓	Mazda CX-3 Touring	65	\$25,800	↑	↓	64	28	Handling, fuel economy, upscale features, standard automatic emergency braking.	Noise, cumbersome infotainment system, tight rear seat and cargo room, visibility.
	Chevrolet Trax LT	56	\$25,560	↑	↓	55	25	Easy to park, decent room within a small footprint.	Acceleration, ride, engine noise, rear visibility, front seats, fussy-to-use touch-screen radio.
	Jeep Renegade Latitude	44	\$27,525	↓	↓	56	24	Styling, upscale features.	Reliability, transmission, ride, visibility, front-seat comfort, grabby brakes, idle vibration.
	Fiat 500X Easy	35	\$26,600	↓	↓	50	23	Maneuverability, upscale features.	Reliability, ride, transmission, noise, idle vibration, touchy brake pedal, visibility, front-seat comfort.

SUVs: COMPACT

✓	Subaru Forester 2.5i Premium	84	\$27,145	↑	↑	85	26	Fuel economy, visibility, braking, roomy interior, access, controls, reliability.	Noise, touchy throttle.
✓	Honda CR-V LX (2.4L)	83	\$26,245	↑	↑	83	27	Fuel economy, roomy interior, access, reliability.	Driver's seat lacks lower-back support.
✓	Honda CR-V EX (1.5T)	83	\$28,935	↑	↑	82	28	Fuel economy, roomy interior, access, reliability.	Cumbersome infotainment system on EX and higher trims.
✓	Toyota RAV4 XLE	81	\$29,014	↑	↑	75	24	Transmission, access, roominess, reliability, standard AEB.	Driver's-seat lumbar support, too easy to turn off DRL.
✓	Toyota RAV4 Hybrid XLE	81	\$29,753	↑	↑	74	31	Fuel economy, transmission, access, roominess, reliability, standard AEB.	Driver's-seat lumbar support, too easy to turn off DRL.
✓	Nissan Rogue SV	73	\$29,920	↑	↓	74	24	Ride, access, spacious interior, optional surround-view camera, standard AEB.	Engine noise, cloth front seat lacks support.
✓	Mazda CX-5 Touring	72	\$29,530	↓	↑	80	24	Ride, quietness, handling, standard AEB.	Low-mounted dash vents, complicated infotainment system.
✓	Kia Sportage LX (2.4L)	71	\$26,720	↓	↑	78	23	Handling, powertrain, room, easy controls.	Rear visibility.
✓	Ford Escape SE (1.5T)	69	\$29,630	↓	↓	75	23	Agility, quietness, easy-to-use entertainment system.	Unsupportive cloth seats, flat and low rear seat.
	Volkswagen Tiguan SE	65	\$31,645	↓	↑	84	25	Generous interior, easy controls, access, visibility.	Acceleration, spotty Volkswagen reliability.
	Chevrolet Equinox LT (1.5T)	65	\$33,730	↓	↑	78	25	Interior room, ride, quietness, controls, infotainment system.	So-so acceleration, interior fit and finish.
	Jeep Cherokee Limited (V6)	64	\$37,525	↓	↓	71	21	Quietness, access, rear seat, high-end options.	Transmission, choppy ride, agility, visibility, confusing pricing structure.

Ratings & Reference > Vehicle Ratings

	Make & Model	Overall Score	Price	Survey Results		Test Results		Highs	Lows
Rec.			As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
SUVs: COMPACT <i>Continued</i>									
	Mitsubishi Outlander SEL (4-cyl.)	63	\$28,405	⬆️	⬇️	59	24	Standard third-row seat, access, visibility.	Agility, acceleration, engine noise, unsettled ride, no A/C vents for rear passengers.
	Hyundai Tucson Value (1.6T)	57	\$28,670	⬇️	⬇️	79	26	Room, quietness, ride, agility, braking, fuel economy, upscale features, long warranty.	Vibration at low speeds, rear visibility, too easy to turn off daytime running lights.
	GMC Terrain SLE (2.0T)	57	\$36,950	⬇️	⬇️	67	22	Acceleration, braking.	Loud cabin, stiff ride, agility, visibility, fit and finish, unintuitive gear selector.
	Hyundai Tucson SE (2.0L)	56	\$25,920	⬇️	⬇️	76	24	Room, ride, agility, braking, upscale features, long warranty.	Acceleration, engine noise, rear visibility, too easy to turn off DRL.
	Jeep Cherokee Latitude (4-cyl.)	55	\$27,490	⬇️	⬇️	58	22	Access, rear seat, high-end options.	Transmission, choppy ride, agility, visibility, front-seat comfort, confusing price structure.
	Jeep Compass Latitude	50	\$30,870	⬇️	⬇️	56	24	Controls, access.	Feels underpowered, touchy brake pedal, lacks agility, ride, engine noise, rear seat.
SUVs: MIDSIZED									
✓	Toyota Highlander Hybrid Limited	87	\$50,875	⬆️	⬆️	85	25	Quietness, roomy and versatile interior, access, easy-to-use infotainment system, standard AEB.	Too easy to turn off daytime running lights.
✓	Toyota Highlander XLE (V6)	85	\$41,169	⬆️	⬆️	82	22	Spacious interior, simple controls, strong reliability and resale value, standard AEB.	Transmission smoothness, too easy to turn off daytime running lights.
✓	Kia Sorento EX (V6)	78	\$37,915	⬇️	⬆️	84	21	Ride, quietness, smooth V6, fuel economy, 3-row seating, easy to maneuver yet roomy.	Rear visibility, tight third-row seat, small infotainment system screen on EX trim.
✓	Hyundai Santa Fe SE (V6)	75	\$36,290	⬇️	⬇️	81	20	Powertrain; roomy, versatile cabin; access; controls; long warranty.	Tight third-row with difficult access, too easy to turn off DRL.
✓	Honda Pilot EX-L	74	\$39,585	⬇️	⬆️	80	20	Roomy interior, visibility, access, smooth powertrain.	Clumsy handling, touch-screen radio, annoying 9-speed automatic with push-button shifter on high-end versions.
✓	Hyundai Santa Fe Sport (4-cyl.)	73	\$28,370	⬆️	⬇️	73	23	Roomy interior, transmission, controls, feature content, long warranty.	Rear three-quarters visibility, too easy to turn off daytime running lights.
✓	Nissan Murano SL	72	\$42,065	⬇️	⬇️	77	21	Plush interior, access, easy infotainment system, standard AEB.	Visibility, overly light steering, agility, towing capacity.
✓	Ford Edge SEL (2.0 EcoBoost)	71	\$39,755	⬇️	⬇️	84	21	Ride, quietness, handling, fuel economy, rear seat and cargo, access, luxury amenities in high-end versions.	Visibility, acceleration.
	Nissan Pathfinder SL	69	\$40,470	⬇️	⬇️	72	18	Roominess, controls, access, standard AEB.	Handling, rear visibility, fuel economy, second-row thigh support.
	Volkswagen Atlas SEL (V6)	65	\$44,165	⬇️	⬆️	84	20	Accommodations, third-row seat comfort and access, nimbler than size suggests, ride, quietness, controls.	Acceleration trails competition, spotty Volkswagen reliability.
	Toyota 4Runner SR5 (V6)	62	\$37,425	⬆️	⬆️	55	18	Off-road ability, power-retractable rear window, reliability.	Handling, ride, driving position, fit and finish, access, fuel economy, turning circle.
	Mazda CX-9 Touring	60	\$40,470	⬇️	⬆️	80	22	Ride, handling, quietness, high-end versions feel upscale, standard automatic emergency braking.	Reliability, cumbersome infotainment system, rear visibility, limited seat adjustments, tight driving position.
	Jeep Grand Cherokee Limited (V6)	59	\$41,375	⬇️	⬆️	80	18	Quietness, ride, off-road and towing capability, seat comfort, fit and finish, easy-to-use Uconnect system.	Reliability, fuel economy.
	Ford Explorer XLT (V6)	59	\$39,275	⬇️	⬇️	71	18	Interior room and flexibility, usable third row, cabin storage.	Agility, driving position, unrefined transmission, fuel economy.
	Dodge Journey GT (V6)	41	\$36,975	⬇️	⬇️	64	16	Ride, quietness, cabin storage.	Reliability, handling, unresponsive transmission, fuel economy, rear visibility, tiny third row.

	Make & Model	Overall Score	Price	Survey Results		Test Results		Highs	Lows
Rec.			As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
SUVs: LARGE									
✓	Toyota Sequoia Limited	69	\$54,005	↑	↓	60	15	Powertrain, accommodations, towing and off-road capability, storage, power-retractable rear window, standard AEB.	Agility, braking, unsettled ride, high step-in, fuel economy, too easy to turn off DRL.
	Chevrolet Traverse Premier	67	\$49,945	↓	↑	95	20	Ride, roominess, braking, quietness, controls, access.	Missing some high-end features for the price.
	Ford Expedition Max Limited	65	\$75,430	↓	↑	73	16	Quietness, acceleration, controls, interior room.	Ride, handling, braking, fuel economy.
	Dodge Durango GT (V6)	65	\$43,525	↓	↑	83	18	Ride, quietness, transmission, interior space, access, front-seat comfort, usable third row, towing capacity.	Reliability, rear visibility, fuel economy.
	Ford Flex SEL	65	\$42,155	↓	↑	73	18	Ride, quietness, interior room and flexibility.	Lackluster handling, turning circle, rear visibility, fuel economy.
	Nissan Armada Platinum	55	\$63,020	↓	↑	69	14	Smooth and powerful powertrain, quietness, towing capacity, fit and finish.	Agility, unsettled ride, fuel economy.
	Chevrolet Suburban Premier	53	\$69,790	↓	↑	74	16	Utility, quietness, fit and finish, easy-to-use infotainment system, cargo and towing capacity.	Reliability, step-in height, maneuverability, fuel economy, feels underpowered.
	Chevrolet Tahoe LT	53	\$60,100	↓	↑	67	16	Quietness, fit and finish, easy-to-use infotainment system, cargo and towing capacity.	Reliability, handling, stiff ride, feels underpowered, step-in height, fuel economy.
	GMC Yukon SLT	53	\$62,125	↓	↑	67	16	Quietness, fit and finish, easy-to-use infotainment system, cargo and towing capacity.	Reliability, handling, stiff ride, feels underpowered, step-in height, fuel economy.
	GMC Yukon XL SLT	49	\$67,370	↓	↑	67	16	Utility, quietness, fit and finish, easy-to-use infotainment system, cargo and towing capacity.	Reliability, handling, stiff ride, step-in height, maneuverability, fuel economy, feels underpowered.
SUVs: LUXURY ENTRY-LEVEL									
✓	Audi Q3 Premium Plus	80	\$40,125	↑	↑	77	22	Ride, handling, quietness, fit and finish, reliability.	Tight quarters, narrow driving position.
✓	Buick Encore Preferred II	73	\$30,555	↑	↓	69	23	Ride, quietness, braking, maneuverability, reliability.	Acceleration, driving position, narrow cabin, rear visibility, value.
✓	BMW X1 xDrive28i	70	\$44,745	↓	↓	74	26	Fuel economy, transmission, braking.	Road noise, narrow front seats, stiff ride.
	Infiniti QX30 Premium	64	\$43,745	↓	↓	71	25	Fit and finish, handling, braking.	Stiff ride, road noise, cramped interior, visibility, uneven power delivery, some controls.
	Mini Cooper Countryman S	63	\$39,535	↓	↑	82	25	Handling, braking, powertrain, seat comfort, fit and finish, character.	Ride, noise, some controls.
	Mercedes-Benz GLA250	63	\$42,210	↓	↓	70	26	Acceleration, braking, fuel economy, fit and finish, standard AEB.	Ride, noise, uneven power delivery, rear seat, visibility, some controls.
SUVs: LUXURY COMPACT									
✓	BMW X3 xDrive30i	81	\$53,745	↑	↑	92	24	Handling, braking, quietness, front-seat comfort, fit and finish.	No standard AEB for this price, unintuitive shifter operation.
✓	Porsche Macan S	80	\$63,290	↑	↑	85	19	Handling, powertrain, quietness, braking, front-seat comfort, fit and finish, towing capacity.	Rear visibility, modest cargo area, controls, fuel economy.
✓	Lexus NX 300	78	\$43,284	↑	↓	74	24	Handling, maneuverability, standard AEB.	Tight quarters, visibility, fussy touchpad controller, in-cabin storage.
✓	Audi Q5 Premium Plus	78	\$51,570	↑	↑	83	24	Ride, quietness, seat comfort, standard AEB.	Gear selector, controls require a learning curve.
✓	Lexus NX 300h	76	\$51,224	↑	↓	71	29	Fuel economy, handling, maneuverability, standard automatic emergency braking.	Tight quarters, visibility, fussy touchpad controller, in-cabin storage.
	Buick Envision Premium	67	\$45,380	↑	↓	67	21	Simple controls, easy access.	Lacks agility, unsettled ride, spongy brake pedal, wind noise, low dash vents.
	Volvo XC60 T5 Momentum	66	\$50,040	↓	↑	79	23	Seat comfort, fit and finish, braking, standard AEB.	Stiff ride, maddening controls, Volvo reliability.

Ratings & Reference > Vehicle Ratings

	Make & Model	Overall Score	Price	Survey Results		Test Results		Highs	Lows
Rec.			As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
SUVs: LUXURY COMPACT <i>Continued</i>									
	Cadillac XT5 Luxury	59	\$51,025			76	20	Plush interior, seat comfort, quietness.	Reliability, stiff ride, unintuitive gear selector, visibility.
	Lincoln MKC Reserve	56	\$46,485			72	19	Quietness, braking, nicely trimmed interior.	Reliability, unsettled ride, agility, short cruising range, driving position, rear visibility.
	Mercedes-Benz GLC300	54	\$49,105			81	22	Ride, agility, fit and finish, front-seat comfort, standard AEB.	Reliability, controls, engine noise.
	Land Rover Range Rover Velar S	51	\$59,503			76	21	Handling, fit and finish, standard automatic emergency braking.	Stiff ride, distracting controls, visibility, fuel economy.
	Alfa Romeo Stelvio Ti	51	\$52,040			74	24	Handling, style, character.	Controls, visibility, tight rear, limited seat adjustments, overly touchy brake pedal.
	Jaguar F-Pace Prestige	47	\$53,895			72	20	Agility, acceleration, braking, transmission, rear seat.	Reliability, ride, noise, rear visibility, so-so infotainment system, wimpy A/C.
	Land Rover Discovery Sport HSE	39	\$49,895			58	21	Access, rear seat, some off-road ability.	Transmission, uneven power delivery, ride, handling, controls, rear visibility.
SUVs: LUXURY MIDSIZED									
✓	Audi Q7 Premium Plus	90	\$68,695			96	20	Powertrain, quietness, handling, braking, high-tech features, luxury interior, towing capacity, standard AEB.	Controls take getting used to, rear visibility, shifter.
✓	Lexus RX 450h	82	\$57,565			80	29	Quietness, ride, fuel economy, fit and finish, standard automatic emergency braking.	Agility, wet stopping distances, frustrating mouselike controller, rear visibility.
✓	Lexus RX 350	79	\$51,630			77	22	Quietness, ride, fit and finish, standard automatic emergency braking.	Agility, wet stopping distances, frustrating mouselike controller, rear visibility.
✓	BMW X5 xDrive35i	76	\$70,050			84	21	Drivetrain, quietness, seat comfort, fit and finish, visibility.	Some controls, shifter.
	Mercedes-Benz GLE350 (ML)	67	\$56,960			75	18	Quietness, transmission, front-seat comfort, fit and finish, towing capacity, standard AEB.	Controls, fuel economy.
	Acura MDX Tech	66	\$51,410			79	21	Fit and finish, easy third-row access, rear seat, headlights, standard AEB.	Reliability, controls, transmission, agility, suspension noise, rear visibility.
	Lexus GX 460	65	\$58,428			70	17	Powertrain, quietness, ride, fit and finish, front-seat comfort, off-road ability, towing.	Agility, tight third-row seat, side-hinged tailgate.
	Infiniti QX60 (3.5L)	64	\$51,920			79	19	Plush interior, roomy cabin, quietness, fit and finish, access, front-seat comfort, controls, surround-view camera.	Reliability, agility, rear visibility.
	Lincoln MKX (2.7 EcoBoost)	61	\$54,945			87	18	Ride, handling, quietness, acceleration, fit and finish.	Reliability, fuel economy, shifter, small fonts in instrument cluster.
	Volvo XC90 T6 Momentum	58	\$56,805			84	20	Quietness, seat comfort, fit and finish, visibility, braking, high-beam headlights, standard AEB.	Reliability, stiff ride, unintuitive controls.
	GMC Acadia Denali	57	\$51,585			83	19	Quietness, ride, rear-seat room, controls, easy-to-use infotainment system.	Reliability, fuel economy, missing some common features.
	Porsche Cayenne (V6)	56	\$63,805			78	19	Handling, transmission, fit and finish, towing capacity, headlights.	Reliability, controls, slow start-stop feature, low-speed ride.
	Tesla Model X 90D	53	\$110,700			77	92 ^{city}	Acceleration, handling, front-seat comfort, fit and finish, energy consumption, running cost, standard forward-collision warning.	Reliability, limited range, long charging times, fussy doors, ride, wind noise, rear visibility, controls.
	Land Rover Range Rover Sport HSE (3.0L)	50	\$74,040			73	18	Handling, acceleration, fit and finish, front visibility, towing and off-road capability, standard AEB.	Stiff ride, fussy shifter, fuel economy.
	Land Rover Discovery HSE	47	\$69,260			71	17	Acceleration, ride, quietness, front-seat comfort, fit and finish.	Agility, fuel economy, controls, low rear seat, third-row access.

	Make & Model	Overall Score	Price	Survey Results		Test Results		Highs	Lows
Rec.			As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		

SUVs: LUXURY LARGE

✓	Toyota Land Cruiser	75	\$84,820	↑	↑	68	14	Ride, quietness, powertrain, acceleration, fit and finish, front- and 2nd-row seat comfort, off-road capability, towing capacity, standard AEB.	Fuel economy, agility, tight third-row seat.
	Buick Enclave Premium	63	\$55,680	↓	↑	87	18	Ride, braking, quietness, interior room, powertrain, infotainment system.	Confusing gear selector, fuel economy, cheap manual sunroof shade.
	Lincoln Navigator Select	59	\$86,480	↓	↑	65	16	Quietness, powertrain, rear- and third-row-seat room.	Front-seat comfort, unintuitive gear selector, fuel economy, clumsy handling, braking.
	Infiniti QX80	57	\$63,395	↓	↓	68	15	Powertrain, quietness, rear seat, fit and finish, cargo capacity, towing, off-road capability, headlights.	Reliability, fuel economy, handling, access.
	Land Rover Range Rover HSE (3.0L)	52	\$88,545	↓	↑	78	17	Ride, quietness, acceleration, interior room, fit and finish, visibility, seat comfort, off-road and towing capabilities, standard AEB.	Agility, controls, fuel economy.
	Cadillac Escalade Premium	40	\$87,360	↓	↓	61	16	Quietness, fit and finish, front-seat comfort, towing capacity, headlights.	Reliability, stiff ride, handling, braking, fuel economy, controls, tiny third-row seat.

COMPACT PICKUP TRUCKS

✓	Honda Ridgeline RTL	70	\$36,480	↓	↑	80	20	Ride, quietness, clever in-bed storage and dual-mode tailgate, fuel economy.	Complex optional radio, low towing capacity, rear access, shallow bed.
	Chevrolet Colorado LT (V6)	53	\$34,300	↓	↓	69	18	Maneuverability, towing and payload capacities, damped tailgate.	Reliability, ride, uncomfortable seats and driving position.
	GMC Canyon SLE (V6)	53	\$35,835	↓	↓	69	18	Maneuverability, towing and payload capacities, damped tailgate.	Reliability, ride, uncomfortable seats and driving position.
	Chevrolet Colorado LT (diesel)	51	\$39,295	↓	↓	67	24	Maneuverability, towing and payload capacities, fuel economy, damped tailgate.	Reliability, ride, uncomfortable seats and driving position.
	GMC Canyon SLE (diesel)	51	\$40,895	↓	↓	67	24	Maneuverability, towing and payload capacities, fuel economy, damped tailgate.	Reliability, ride, uncomfortable seats and driving position.
	Toyota Tacoma SR5 (V6)	42	\$34,364	↓	↓	46	19	Fuel economy, resale value, off-road capability, standard automatic emergency braking.	Reliability, ride, handling, braking, noise, driving position, seat comfort, too easy to turn off DRL.

FULL-SIZED PICKUP TRUCKS

✓	Ford F-150 XLT (2.7 V6 EcoBoost)	72	\$52,535	↓	↑	81	19	Quiet cabin, acceleration, towing and payload capacities, lots of clever features.	Jittery ride, lackluster handling, braking.
✓	Toyota Tundra SR5 (5.7L V8)	71	\$38,715	↑	↑	63	15	Powertrain, towing, low-effort tailgate, reliability, standard automatic emergency braking.	Ride, visibility, braking, fuel economy, no full-time 4WD, too easy to turn off DRL.
	Nissan Titan SV (V8)	60	\$44,370	↓	↑	79	16	Acceleration, braking, roomy cab, light tailgate.	Ride, fit and finish.
	Chevrolet Silverado 1500 LT (5.3L V8)	57	\$42,070	↓	↓	80	16	Quietness, relatively good agility, access, payload and towing capacity, low-effort tailgate.	Reliability, ride, long wet-stopping distances, seat comfort, fuel economy.
	GMC Sierra 1500 SLT (5.3L V8)	57	\$43,200	↓	↓	80	16	Quietness, relatively good agility, access, payload and towing capacity, low-effort tailgate.	Reliability, ride, long wet-stopping distances, seat comfort, fuel economy.
	Nissan Titan XD SV (V8, diesel)	46	\$51,075	↓	↑	55	15	Kinder and gentler than other heavy-duty trucks, towing capacity, light gate, simple controls.	Clumsy handling, stiff ride, high step-in, short rear seat, so-so payload capacity, fuel economy.

User's Guide to Vehicle Profiles

On the following pages, you'll find reviews, key ratings, and information for the 252 vehicles featured in this book, covering nearly all 2018 and early 2019 models. Use these profiles, along with the vehicle ratings (starting on page 39) and our data charts (starting on page 184), to narrow your choices.

1. Recommended Vehicles

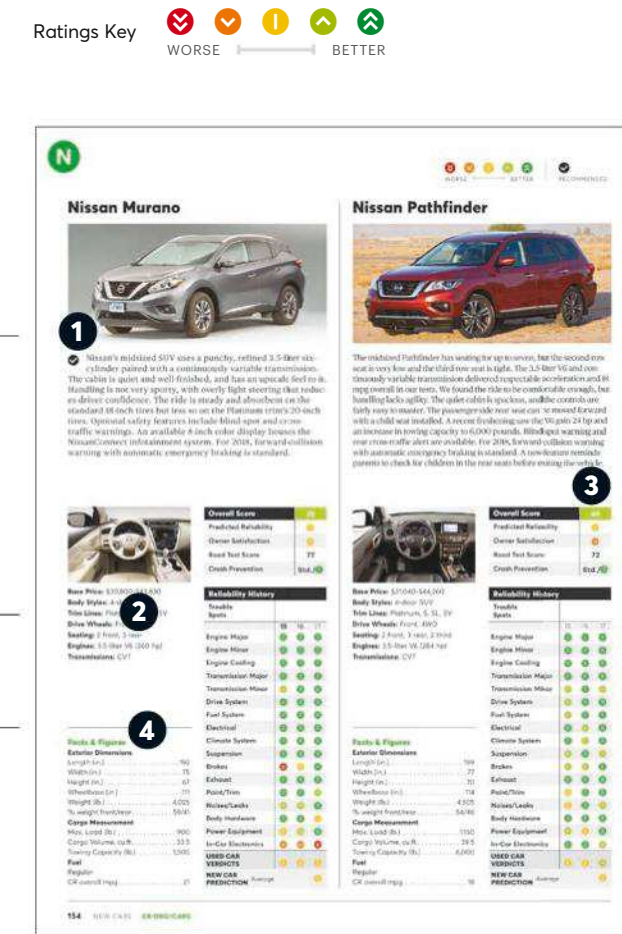
These are the vehicles that meet Consumer Reports' stringent testing, reliability, and safety standards. These vehicles must perform well in our testing; have average or better reliability; and perform adequately if included in safety tests conducted by the Insurance Institute for Highway Safety or the National Highway Traffic Safety Administration.

2. Model-Line Information

Base price is the range of the manufacturer's base suggested retail price (MSRP) without options or destination charge for all versions of the model. An "E" indicates the price is estimated. Models often come in various **body styles** and **trim lines**, which are versions that differ mainly in standard equipment, available options, and price. A dash (—) means that only one trim line was available. Pickup trucks are listed by available cab configurations. **Drive wheels** tells you if the model is available with front-, rear-, all-wheel drive (AWD), or four-wheel drive (4WD). **Seating** is the max number of passengers who can be accommodated. Some models are available with different seating configurations; this figure is for the version with the most passenger capacity. **Engines and transmissions** shows the different drivetrain choices.

4. Facts and Figures

Exterior dimensions are the vehicle's basic measurements. **Length** is measured from bumper to bumper. **Width** is measured from the outermost side of one fender to the opposite fender. **Height** is measured from the top of the inside door frame to the ground. **Wheelbase** is the distance from the center of the front wheel to the center of the rear. **Weight** and **% weight front/rear** are measured on our scales. Some data come from manufacturers. **Max load** includes



3. Overall Score

This accounts for a vehicle's performance in our road tests, results from our reliability and owner-satisfaction surveys, the availability of a frontal-crash prevention system, and, if applicable, results from crash tests by government and insurance-industry test facilities. We deduct points from the Overall Score if a vehicle's transmission shifter lacks fail-safes. A range of scores indicates that we have tested several versions. Untested vehicles will have an NA for overall score.

Predicted reliability is our forecast of how well a model is likely to hold up, derived from CR's latest Annual Auto Survey, which garnered responses on more than 640,000 vehicles.

Owner satisfaction also comes from CR's latest Annual Auto Survey in which we asked owners if they would definitely buy or lease their particular vehicle again.

Road test score is the final tally from our more than 50 tests. Some tests—such as those for acceleration, braking, and fuel economy—are objective, instrumented tests. Subjective tests, which are graded by our experts, evaluate seat comfort, ride quality, and ease of use of controls.

Crash prevention identifies whether a vehicle has frontal-crash prevention features, such as forward-collision warning and automatic emergency braking at city and/or highway speeds. NA means no such system is offered, and Opt. means it's available on some versions, but not necessarily on the one we tested. Models with standard systems are rated from 1 to 4 based on how many of these features are standard.

occupants and luggage, and is specified by the manufacturer or calculated from the difference between the manufacturer's specified gross vehicle weight and our tested vehicle weight. **Cargo volume** for minivans, SUVs, and wagons is the maximum usable cargo volume, measured using an expandable pipe-frame box that's adjusted to fit the cargo area with rear seats folded down or removed. Data for models with a trunk come from government figures. No volume is given for pickup trucks.

Towing capacity is the maximum weight our test vehicle can pull on a trailer or a typical weight. **Fuel** gives the recommended types for all the models' engines. **CR Overall MPG** is the mileage from our tested engines for a mix of city and highway driving, given in a range if there are multiple versions tested. **EPA Combined MPG** is the mix of city and highway mileage figures issued by the Environmental Protection Agency for a typical engine. It is used if CR has not tested that model.

How to Read the Reliability Charts

These charts are based on more than 640,000 vehicles in our 2017 Annual Auto Survey. CR subscribers reported on any problems they had with their vehicles during the previous 12 months, considered serious because of cost, failure, safety, or downtime. Our calculations give extra weight to problems in the areas of engine major, engine cooling, transmission major, and drive system because they can be serious and expensive to repair.

To see how a 2018 or early 2019 model on sale is likely to hold up, look at the **New Car Prediction** at the bottom of each chart. For this Rating, we averaged a model's **Used Car Verdict** for the newest three years, provided the vehicle did not change significantly in that time and hasn't been redesigned for 2018 or 2019.

Several model years' data are a better predictor than the single most recent model year. One or two years' data may be used if the model was redesigned in 2017 or 2016, or if there were insufficient data for more years. We include a prediction for a new or redesigned model based on its reliability history or the manufacturer's track record.

To see a model's individual strengths and weaknesses, look at the scores in the **Trouble Spots**, which are based on the percentage of respondents who reported problems in each trouble spot compared with the average model that year.

Models that score a  are not necessarily unreliable, but have a higher rate of problems than the average model. Similarly, models that score a  are not necessarily problem-free, but had relatively few problems compared with other models.

Because problem rates in some trouble spots are very low, we do not assign a  or a  unless the model's problem rate exceeds 3 percent. If a problem rate is below 2 or 1 percent it will be assigned a  or a .

respectively. In the charts, a model year in **bold** identifies the year of a major redesign or the first year of introduction. Years with insufficient data are noted with a column of asterisks (*).

What the Trouble Spots Include

➤ **Engine, major** Engine rebuild or replacement, cylinder head, head gasket, turbo or supercharger, timing chain or timing belt.

➤ **Engine, minor** Oil leaks, accessory belts and pulleys, engine mounts, engine knock or ping.

➤ **Engine, cooling** Radiator, cooling fan, antifreeze leaks, water pump, thermostat, overheating.

➤ **Transmission, major** Transmission rebuild or replacement, torque converter, premature clutch replacement.

➤ **Transmission, minor** Gear selector or linkage, coolers and lines, rough shifting, slipping transmission, leaks, transmission computer, transmission sensor or solenoid, clutch adjustment, hydraulics (clutch master or slave cylinder).

➤ **Drive system** Driveshaft or axle, CV joint, differential, transfer case, 4WD/AWD components, driveline vibration, traction control, electronic stability control (ESC), electrical failure.

➤ **Fuel system** Check engine light, sensors (includes O2 or oxygen sensor), emission control devices (includes EGR), engine computer, fuel cap, fuel gauge/sender, fuel injection system, fuel pump, fuel leaks, stalling or hesitation.

➤ **Electrical** Alternator, starter, hybrid/electric battery replacement, hybrid/electric battery and related systems, regular battery, battery cables, engine harness, coil, ignition switch, electronic ignition, distributor or rotor failure, spark plugs and wires failure.

➤ **Climate system** Blower (fan) motor, A/C compressor, condenser, evaporator, heater system, automatic climate

Behind the Reliability Ratings

The chart here shows the average rates of problems in each trouble spot by model year for all vehicles in CR's Annual Auto Survey. This is the basis for the Reliability History charts.

For example, in 2015, 3 percent of vehicles had In-Car Electronics problems on average. The 2015 Nissan Pathfinder (facing page), scores a  (Much Better Than Average), because 1.0 percent of them had a problem in this area.

In 2015, the average rate of problems in the Brakes trouble spot was 1 percent. Since 4.2 percent of 2015 Nissan Muranos were reported to have a problem in this category, it has a score of  (Much Worse Than Average).

Because high-mileage cars tend to encounter more problems than low-mileage cars, problem rates are standardized to

Average Percent of Cars With a Reported Issue

TROUBLE SPOTS	15	16	17
Engine Major	<1	<1	<1
Engine Minor	<1	<1	<1
Engine Cooling	<1	<1	<1
Transmission Major	<1	<1	<1
Transmission Minor	<1	<1	<1
Drive System	1	1	<1
Fuel System	1	1	<1
Electrical	<1	<1	<1
Climate System	1	1	<1
Suspension	1	1	<1
Brakes	1	1	<1
Exhaust	<1	<1	<1
Paint/Trim	1	1	<1
Noises/Leaks	2	1	1
Body Hardware	1	1	<1
Power Equipment	2	1	1
In-Car Electronics	3	3	2

minimize differences due to mileage. The 2017 models were generally less than six months old at the time of the survey, with an average of about 3,000 miles. Redesign or newly introduced model years are in **bold**.

control, refrigerant leakage, electrical failure.

➤ **Suspension** Shocks or struts, ball joints, tie rods, wheel bearings, alignment, steering linkage (includes rack and pinion), power steering (pumps & hoses, leaks), wheel balance, springs or torsion bars, bushings, electronic or air suspension.

➤ **Brakes** Premature wear, pulsation or vibration, squeaking, master cylinder, calipers, rotors, antilock brake system (ABS), parking brake, brake failure.

➤ **Exhaust** Muffler, pipes, catalytic converter, exhaust manifold, leaks.

➤ **Paint/trim** Paint (fading, chalking, cracking, peeling), loose trim or moldings, rust.

➤ **Noises/leaks** Squeaks or

rattles, seals, and/or weather stripping, air or water leaks, wind noise.

➤ **Body hardware** Windows, locks and latches, tailgate, hatch or trunk, doors or sliding doors, mirrors, seat controls, safety belts, sunroof, convertible top, glass defect.

➤ **Power equipment and accessories** Cruise control, clock, warning lights, body control module, keyless entry, wiper motor or washer, tire pressure monitor, interior or exterior light, horn, gauges, 12V power plug, remote engine start, alarm or security system.

➤ **In-car electronics** Audio systems, backup camera/sensors, entertainment systems, navigation system, communication system.

Acura ILX



Acura's entry-level compact sedan doesn't have the level of luxury or the refinement to compete with its peers. The sole powertrain is a 2.4-liter, four-cylinder engine and an eight-speed automated manual transmission. The stiff, jumpy ride, and mundane—though ultimately secure—handling aren't befitting of a luxury compact sedan. Road noise is incessant, and the transmission makes the car hesitate when starting up from a stop. Once underway, the gearbox feels reluctant to downshift, which makes the car hesitate when you need power. The lack of lumbar support for the driver's seat is another drawback, and the infotainment system is convoluted. Available safety features include automatic emergency braking, blind-spot monitoring, and lane-keep assist.



Base Price: \$28,100–\$35,100
Body Styles: sedan
Trim Lines: A-Spec, Premium, SE, Standard, Tech Plus
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.4-liter 4 (201 hp)
Transmissions: 8-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.) 182
 Width (in.) 71
 Height (in.) 56
 Wheelbase (in.) 105
 Weight (lb.) 3,095
 % weight front/rear 64/36

Cargo Measurement

Max. Load (lb.) 850
 Cargo Volume, cu.ft. 12.0
 Towing Capacity (lb.) NR

Fuel

Premium
 CR overall mpg 28

Overall Score	44
Predicted Reliability	
Owner Satisfaction	
Road Test Score	61
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*		*
Engine Minor	*		*
Engine Cooling	*		*
Transmission Major	*		*
Transmission Minor	*		*
Drive System	*		*
Fuel System	*		*
Electrical	*		*
Climate System	*		*
Suspension	*		*
Brakes	*		*
Exhaust	*		*
Paint/Trim	*		*
Noises/Leaks	*		*
Body Hardware	*		*
Power Equipment	*		*
In-Car Electronics	*		*

USED CAR VERDICTS

Premium
 CR overall mpg 28

NEW CAR PREDICTION

Much worse than average

Acura MDX



This functional, family-friendly luxury SUV is comfortable, quick, and quiet, with space for seven. The second row folds and slides forward with the touch of a button for easy access to the small third row. The 3.5-liter V6 engine is silky smooth and delivers ample acceleration. We measured a very commendable 21 mpg overall, but the nine-speed automatic transmission is not always smooth or responsive and its push-button shifter is unintuitive to use. We also found it frustrating to use the dual-screen control interface. The MDX has a comfortable ride, and the cabin is quiet. Handling is mundane, but it's ultimately secure. The 2017 freshening brought a hybrid version, as well as standard AcuraWatch, which includes safety features such as automatic emergency braking and lane-departure warning.



Base Price: \$44,200–\$59,145
Body Styles: 4-door SUV
Trim Lines: Advance, Base, Hybrid, Tech
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.0-liter V6 hybrid (321 hp); 3.5-liter V6 (290 hp)
Transmissions: 9-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.) 196
 Width (in.) 77
 Height (in.) 67
 Wheelbase (in.) 111
 Weight (lb.) 4,200
 % weight front/rear 57/43

Cargo Measurement

Max. Load (lb.) 1,175
 Cargo Volume, cu.ft. 34.0
 Towing Capacity (lb.) 5,000

Fuel

Premium
 CR overall mpg 21

Overall Score	66
Predicted Reliability	
Owner Satisfaction	
Road Test Score	79
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

USED CAR VERDICTS

Premium
 CR overall mpg 21

NEW CAR PREDICTION

Worse than average

Acura RDX



The redesigned, third-generation 2019 RDX arrives this summer. Acura has dropped the old model's V6 in favor of a 2.0-liter turbocharged four-cylinder that is paired with a 10-speed automatic transmission. Unfortunately, it's saddled with an push-button gear selector, which we have found cumbersome to use in other Honda/Acura models. It is likely that front-wheel drive will be standard, with all-wheel drive available. The RDX has grown longer, with more room for passengers and cargo. A 10-inch screen is mounted above the center console, and accessed via a touchpad surface near the shifter. All 2019 RDX's will come standard with the AcuraWatch safety system, which includes forward-collision warning and automatic emergency braking; blind-spot warning is optional.



Base Price: \$36,000-\$47,000E

Body Styles: 4-door SUV

Trim Lines: Advance, Base, Tech, A-Spec

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (252 hp)

Transmissions: 10-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 187
Width (in.) 74
Height (in.) 65
Wheelbase (in.) 109
Weight (lb.) 3,850
% weight front/rear NA

Cargo Measurement

Max. Load (lb.) NA
Cargo Volume, cu.ft. NA
Towing Capacity (lb.) NA

Fuel

Premium
EPA combined mpg NA

Overall Score	NA
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	NA
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Average ⬆️		

Acura RLX



Acura's large sedan has been updated for 2018, gaining a new 10-speed automatic and styling updates. Still, it falls well short of its competitors and misses some of the key attributes that make up a luxury sedan. The ride is unsettled, undermining the car's main mission. Lack of handling agility makes the car feel ungainly. A high point is the smooth, responsive 310-hp V6 engine. Our tested front-wheel-drive model averaged 23 mpg overall with the old six-speed automatic transmission. The pricey all-wheel-drive hybrid gets an EPA-rated 28 mpg combined. The spacious cabin is well-made, but it isn't particularly luxurious and the complicated controls serve as an ergonomics lesson in what not to do. Safety features such as a surround-view camera and cross-traffic alert are optional, and the AcuraWatch safety suite is standard.



Base Price: \$54,900-\$61,900

Body Styles: sedan

Trim Lines: Advance, Hybrid

Advance, Hybrid Tech, Tech

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 3.5-liter V6 (310 hp); 3.5-liter V6 hybrid (377 hp)

Transmissions: 10-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.) 198
Width (in.) 74
Height (in.) 58
Wheelbase (in.) 112
Weight (lb.) 3,930
% weight front/rear 61/39

Cargo Measurement

Max. Load (lb.) 850
Cargo Volume, cu.ft. 15.0
Towing Capacity (lb.) NR

Fuel

Premium
CR overall mpg 23

Overall Score	64
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	75
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average ⬆️		

Acura TLX



The TLX has potential but lacks panache, ultimately falling short of the best luxury compact sedans. It's available with either a four- or a six-cylinder engine, but AWD is available only with the V6. The 2.4-liter uses an eight-speed automated manual transmission that delivers quick, direct shifts and contributes to the very good 27 mpg overall. The V6 is a gem, with plenty of power, but it's paired with a nine-speed automatic that isn't very smooth. We found the ride quite comfortable and handling to be responsive although not sporty. The cabin is quiet, but the infotainment system is awkward to use and distracting. For 2018 the TLX got an update, which includes an exterior freshening, making the AcuraWatch suite of safety equipment standard, adding luxury features to the interior, and making tweaks to the suspension and steering.



Base Price: \$33,000–\$45,750

Body Styles: sedan

Trim Lines: Advance, A-Spec, Standard, Tech

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.4-liter 4 (206 hp); 3.5-liter V6 (290 hp)

Transmissions: 9-speed automatic; 8-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)190
Width (in.)74
Height (in.)57
Wheelbase (in.)109
Weight (lb.)3,480
% weight front/rear 60/40

Cargo Measurement

Max. Load (lb.) 850
Cargo Volume, cu.ft. 13.0
Towing Capacity (lb.) NR

Fuel

Premium
CR overall mpg. 25-27

Overall Score	59-61
Predicted Reliability	
Owner Satisfaction	
Road Test Score	75-79
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Alfa Romeo 4C



Alfa's 4C is a superlight two-seat, midengine sports car for people who live more for the track than for their commute. Though short on creature comforts, the Alfa's high points are its style and agility. The 4C is powered by a 1.7-liter, turbo four-cylinder engine that cranks out 237 hp and uses a dual-clutch, six-speed automated manual transmission that can also be shifted manually via paddles behind the steering wheel. With its featherlike 2,500-pound weight, low center of gravity, and race carlike weight distribution, the 4C is a pure sports car that's fun to drive, with superlative handling and a thrilling exhaust note. However, the non-power assist steering requires a high effort at low speeds, visibility is challenging, and the 4C is hard to get in and out of. A Spider version is available with a removable fabric roof panel.



Base Price: \$55,900–\$65,900

Body Styles: convertible; coupe

Trim Lines: Base

Drive Wheels: Rear

Seating: 2 front

Engines: 1.7-liter 4 turbo (237 hp)

Transmissions: 6-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)157
Width (in.)74
Height (in.)47
Wheelbase (in.)94
Weight (lb.)2,465
% weight front/rear 41/59

Cargo Measurement

Max. Load (lb.) 340
Cargo Volume, cu.ft. 4.0
Towing Capacity (lb.) NR

Fuel

Premium
CR overall mpg. NA

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	NA

Reliability History			
Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Alfa Romeo Giulia



Alfa's compact luxury-sport sedan corners and steers like a sports car, which makes it fun to drive. Still, it's filled with everyday annoyances. The 280-hp, 2.0-liter turbo four-cylinder engine is mated to an eight-speed automatic transmission and provides punchy acceleration even in the all-wheel-drive version. The firm ride absorbs most bumps, but it's less plush than many competitors. Fuel economy at 27 mpg overall is among the best in the class. The attractive interior has matte wood and nicely textured surfaces, but some switchgear is cheap. The convoluted infotainment system is distracting to use. Seat comfort is compromised by a short cushion and limited range of adjustments, and the cabin isn't as quiet as that of its peers. The high-performance Quadrifoglio version is even sportier, but at the expense of comfort.



Base Price: \$37,995-\$73,500

Body Styles: sedan

Trim Lines: Base, Lusso, Quadrifoglio, Sport, Ti

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (280 hp); 2.9-liter V6 turbo (505 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	183
Width (in.)	74
Height (in.)	57
Wheelbase (in.)	111
Weight (lb.)	3,695
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	905
Cargo Volume, cu.ft.	12.0
Towing Capacity (lb.)	NR

Fuel

Premium	
CR overall mpg	27

Overall Score	48
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	70
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

USED CAR VERDICTS

NEW CAR PREDICTION	Much worse than average	⬇️
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Alfa Romeo Stelvio



The Stelvio is based on Alfa's Giulia sedan and, like it, delivers fantastic handling and is fun to drive. That, however, doesn't mean it's fun to live with on a daily basis. Positioned to compete with high-end and sporty SUVs such as the Audi Q5, BMW X3, and Porsche Macan, the Stelvio falls a bit short on the refinement and luxury quotients. The standard engine is a punchy 280-hp, 2.0-liter turbo four-cylinder that gets 24 mpg overall on premium. The ride is a bit jittery, but the suspension absorbs bumps rather well. Among constant annoyances are a driving position with a limited range of seat adjustments and controls that are not user-friendly enough. Like the Giulia, the parking sensors are too sensitive, going off constantly in an urban environment. Rear and side visibility are wanting, and the cargo hold is modest.



Base Price: \$41,995-\$79,995

Body Styles: 4-door SUV

Trim Lines: Base, Quadrifoglio, Sport, Ti, Ti Sport

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (280 hp); 2.9-liter V6 turbo (505 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	185
Width (in.)	75
Height (in.)	65
Wheelbase (in.)	111
Weight (lb.)	4,020
% weight front/rear	51/49

Cargo Measurement

Max. Load (lb.)	990
Cargo Volume, cu.ft.	26.5
Towing Capacity (lb.)	3,000

Fuel

Premium	
CR overall mpg	24

Overall Score	51
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	74
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

USED CAR VERDICTS

NEW CAR PREDICTION	Much worse than average	⬇️
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Audi A3



✓ Audi's A3 is a compelling entry-level luxury car, but it lacks some expected features for its price, and the interior, although well-made, feels austere. It's solid and quiet, and has a drum-tight body structure. Crisp handling and a firm, controlled ride make the A3 enjoyable to drive. We tested it with the now-discontinued 1.8-liter engine, which delivered a respectable 27 mpg in our tests. The cabin is quiet, and the front seats are comfortable and supportive. The rear seat, however, is tight. It takes a bit of time to get used to the MMI infotainment system, but it ultimately proves to be logical. It's easy to hit \$40,000 with just a few options. A sporty S3 with a 292-hp, 2.0-liter turbo; a convertible; and a hatchback plug-in hybrid are available.



Base Price: \$31,950–\$43,650

Body Styles: 4-door hatchback; convertible; sedan

Trim Lines: Premium, Premium Plus, Prestige, RS 3, S3

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 1.4-liter 4 hybrid (204 hp); 2.0-liter 4 turbo (186 hp); 2.0-liter 4 turbo (220 hp); 2.0-liter 4 turbo (292 hp); 2.5-liter 5 turbo (400 hp)

Transmissions: 6-speed sequential; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.) 175
Width (in.) 70
Height (in.) 56
Wheelbase (in.) 104
Weight (lb.) 3,135
% weight front/rear 60/40

Cargo Measurement

Max. Load (lb.) 1,100
Cargo Volume, cu.ft. 13.0
Towing Capacity (lb.) NR

Fuel

Premium
CR overall mpg 27

Overall Score	72
Predicted Reliability	1
Owner Satisfaction	1
Road Test Score	77
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major	✓	✓	*
Engine Minor	✓	✓	*
Engine Cooling	✓	✓	*
Transmission Major	✓	✓	*
Transmission Minor	✓	1	*
Drive System	✓	✓	*
Fuel System	✓	✓	*
Electrical	✓	✓	*
Climate System	1	✓	*
Suspension	✓	✓	*
Brakes	✓	✓	*
Exhaust	✓	✓	*
Paint/Trim	✓	✓	*
Noises/Leaks	✓	✓	*
Body Hardware	✓	✓	*
Power Equipment	✓	✓	*
In-Car Electronics	✓	✓	*
USED CAR VERDICTS	✓	✓	✓
NEW CAR PREDICTION	Average 1		

Audi A4



✓ The A4 is our highest-ranking luxury compact sports sedan, thanks in part to its driving experience. Power comes from a smooth and punchy 2.0-liter, turbocharged four-cylinder engine, mated to a slick seven-speed dual-clutch automatic transmission. We got a commendable 27 mpg overall. Handling is nimble and precise, the ride is supple, and the A4 feels tight-as-a-drum solid, with a very quiet cabin. The fully digital instrument panel shows pertinent information in front of the driver in a clear, comprehensive way, and the center screen is compatible with Android Auto and Apple CarPlay. Interior fit and finish is excellent, and the front seats are comfortable, although the rear seat is tight. The A4 has standard forward-collision warning and low-speed automatic emergency braking. The wagon version is called Allroad.



Base Price: \$36,000–\$55,800

Body Styles: sedan; wagon

Trim Lines: Premium, Premium Plus, Prestige, Allroad, S4, RS4

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (190 hp); 2.0-liter 4 turbo (252 hp); 3.0-liter V6 turbo (354 hp)

Transmissions: 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.) 186
Width (in.) 73
Height (in.) 56
Wheelbase (in.) 111
Weight (lb.) 3,630
% weight front/rear 56/44

Cargo Measurement

Max. Load (lb.) 1,060
Cargo Volume, cu.ft. 13.0
Towing Capacity (lb.) NR

Fuel

Premium
CR overall mpg 27

Overall Score	85
Predicted Reliability	✓
Owner Satisfaction	✓
Road Test Score	88
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major	✓	✓	✓
Engine Minor	✓	✓	✓
Engine Cooling	✓	✓	✓
Transmission Major	✓	✓	✓
Transmission Minor	✓	✓	✓
Drive System	✓	✓	✓
Fuel System	✓	✓	✓
Electrical	✓	✓	✓
Climate System	✓	✓	✓
Suspension	✓	✓	✓
Brakes	✓	✓	✓
Exhaust	✓	✓	✓
Paint/Trim	✓	✓	✓
Noises/Leaks	✓	✓	✓
Body Hardware	✓	✓	✓
Power Equipment	✓	✓	✓
In-Car Electronics	1	✓	1
USED CAR VERDICTS	1	✓	✓
NEW CAR PREDICTION	Much better than average		

Audi A5



The new 2018 A5 is based on the A4. In addition to the coupe and convertible versions, the A5 is available as a four-door hatchback called the Sportback. The A5 gets a 252-hp, 2.0-liter turbo four-cylinder engine matched to a seven-speed dual-clutch automatic transmission. More powerful S5 versions are powered by a 354-hp, 3.0-liter turbo V6 mated to an eight-speed automatic. All-wheel drive is standard. Standard safety equipment includes forward-collision warning with automatic braking. We found that the A4 drives well, with nimble handling and a firm yet supple ride, and we expect the A5 to behave similarly. The convertible's soft top can be operated up to 30 mph. Based on our experience with the A4, the controls require a learning curve but prove logical with familiarity. The gear selector, however, is not intuitive to use.



Base Price: \$42,800–\$66,700

Body Styles: 4-door hatchback; convertible; coupe

Trim Lines: 3.0T, Premium, Premium Plus, Prestige, S5

Drive Wheels: AWD

Seating: 2 front, 2 rear

Engines: 2.0-liter 4 turbo (252 hp); 3.0-liter V6 turbo (354 hp)

Transmissions: 8-speed automatic; 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.) 184
Width (in.) 73
Height (in.) 54
Wheelbase (in.) 109
Weight (lb.) 3,550
% weight front/rear NA

Cargo Measurement

Max. Load (lb.) NA
Cargo Volume, cu.ft. 12.0
Towing Capacity (lb.) NR

Fuel

Premium
EPA combined mpg 27

Overall Score	NA
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	NA
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬆️	⬆️	*
USED CAR VERDICTS	⬆️	⬆️	
NEW CAR PREDICTION	Better than average ⬆️		

Audi A6



✓ Audi's A6 has a comfortable ride and agile handling, strong performance, very supportive seats, and excellent fit and finish. It's one of our most highly rated sedans and is a perfect long-distance cruiser with a whisper-quiet, roomy cabin. The 2.0-liter, turbo four-cylinder engine works well but has a raspy, less-than-luxurious engine sound. The 3.0-liter, supercharged V6 we tested is smooth and punchy, and returned a commendable 22 mpg overall. The front seats are comfortable and supportive, and the rear seat is roomy for three adults. An added plus is the large trunk. Although the infotainment system's center controller and screen take some getting used to, the system ultimately proves logical. A new A6 (shown above) will arrive in late 2018 or early 2019.



Base Price: \$49,700–\$74,400

Body Styles: sedan

Trim Lines: 2.0T, 3.0T, Competition, S6 4.0T

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (252 hp); 3.0-liter V6 supercharged (333 hp); 3.0-liter V6 supercharged (340 hp); 4.0-liter V8 turbo (450 hp)

Transmissions: 8-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.) 194
Width (in.) 74
Height (in.) 58
Wheelbase (in.) 115
Weight (lb.) 4,075
% weight front/rear 55/45

Cargo Measurement

Max. Load (lb.) 1,100
Cargo Volume, cu.ft. 14.0
Towing Capacity (lb.) NR

Fuel

Premium
CR overall mpg 22

Overall Score	80
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	90
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Average ⬆️		

Audi A7



This hatchback version of the A6 is an impressive car, although it is a bit of a challenge to get in and out of, and sacrifices some rear-seat room and visibility in exchange for sportiness and styling. Its rear hatch and generous interior give it practicality and comfort. Handling is responsive and secure, and the ride is steady though firm, particularly on the optional 20-inch tires. The interior is very luxurious, and the infotainment system proves logical after a bit of familiarization. A midcycle freshening brought tweaks to almost every engine. The smooth, punchy 3.0-liter supercharged V6 engine is plenty powerful, and an even stronger 450-hp, 4.0-liter V8 powers the S7. If you need more gusto, the RS 7's engine puts out 560 hp. A redesign is due for the 2019 model year.



Base Price: \$69,700–\$130,700

Body Styles: 4-door hatchback

Trim Lines: Premium Plus, Prestige, RS 7, RS 7 Performance, S7

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 3.0-liter V6 supercharged (333 hp, 340 hp); 4.0-liter V8 turbo (450 hp); 4.0-liter V8 turbo (560 hp); 4.0-liter V8 turbo (605 hp)

Transmissions: 8-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)196
Width (in.)75
Height (in.)56
Wheelbase (in.)115
Weight (lb.)4,235
% weight front/rear54/46

Cargo Measurement

Max. Load (lb.)1,100
Cargo Volume, cu.ft.25.0
Towing Capacity (lb.)NR

Fuel

Premium
EPA combined mpg24

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	*		*
Engine Minor	*		*
Engine Cooling	*		*
Transmission Major	*		*
Transmission Minor	*		*
Drive System	*		*
Fuel System	*		*
Electrical	*		*
Climate System	*		*
Suspension	*		*
Brakes	*		*
Exhaust	*		*
Paint/Trim	*		*
Noises/Leaks	*		*
Body Hardware	*		*
Power Equipment	*		*
In-Car Electronics	*		*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Audi A8



✓ Audi's top-level sedan delivers smooth and effortless acceleration yet attains commendable fuel economy even with all-wheel drive. The car handles crisply and holds the road tenaciously, making it one of the sportiest luxury sedans we've tested. The ride is firm and steady but not as cushy as in the Mercedes-Benz S-Class. Interior ambience, quality of materials, and craftsmanship are top-notch, and the cabin is quiet. The front seats are exceptionally comfortable and supportive, with a variety of massage settings. The rear seat is worthy of a limo, but the trunk is a bit small. The infotainment system takes some getting used to but proves logical. The base supercharged V6 has ample power, but the 4.0-liter V8 turbo is a powerhouse worthy of such a flagship. A 2019 redesign (shown above) goes on sale later this year.



Base Price: \$82,500–\$115,900

Body Styles: sedan

Trim Lines: 3.0T, 4.0T, S8

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 3.0-liter V6 supercharged (333 hp); 4.0-liter V8 turbo (450 hp); 4.0-liter V8 turbo (605 hp)

Transmissions: 8-speed automatic

Overall Score	77
Predicted Reliability	
Owner Satisfaction	
Road Test Score	91
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major		*	*
Engine Minor		*	*
Engine Cooling		*	*
Transmission Major		*	*
Transmission Minor		*	*
Drive System		*	*
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions

Length (in.)207
Width (in.)77
Height (in.)58
Wheelbase (in.)123
Weight (lb.)4,420
% weight front/rear56/44

Cargo Measurement

Max. Load (lb.)1,100
Cargo Volume, cu.ft.13.0
Towing Capacity (lb.)NR

Fuel

Premium
CR overall mpg21

Audi Q3



✓ A tidy, compact crossover, the Q3 competes with the BMW X1 and Mercedes-Benz GLA. Overall, it manages to deliver a premium driving experience similar to the Q5 but in a 10-inch-shorter package. The energetic 200-hp, 2.0-liter turbo four-cylinder engine is mated to a conventional six-speed automatic transmission and returned 22 mpg overall in our tests. This is a quiet SUV with a firm, comfortable ride and responsive handling. The cabin is a bit simplistic-looking, but it gives a sense of quality. Demerits include the tight quarters and cramped driving position. The controls are complicated at first, but they prove logical with some familiarity. Front- and all-wheel drive are available.



Base Price: \$32,900-\$37,900

Body Styles: 4-door SUV

Trim Lines: Premium, Premium Plus

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (200 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	173
Width (in.)	72
Height (in.)	63
Wheelbase (in.)	103
Weight (lb.)	3,680
% weight front/rear	58/42

Cargo Measurement

Max. Load (lb.)	1,060
Cargo Volume, cu.ft.	24.5
Towing Capacity (lb.)	2,200

Fuel

Premium	
CR overall mpg	22

Overall Score	80
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	77
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬆️	⬆️	*

USED CAR VERDICTS

Premium	⬆️	⬆️	
NEW CAR PREDICTION	Much better than average	⬆️	

Audi Q5



✓ The second generation Q5 is one of the best choices among compact luxury SUVs. It has nimble and secure handling. The ride is compliant and controlled, and the cabin is quiet. The smooth 252-hp, 2.0-liter turbo four-cylinder engine is coupled to a seven-speed dual-clutch automatic transmission. Power is ample, yet this combination also returned a good 24 mpg overall in our tests. The available Audi Virtual Cockpit lets you switch between a traditional gauge cluster and a larger display that can focus on audio, phone, or navigation information. Fit and finish is impressive, and the seats are comfortable and supportive. Forward-collision warning and low-speed automatic emergency braking are standard. Other available advanced safety features include blind-spot warning, rear cross-traffic warning, and lane-keeping assist.



Base Price: \$41,500-\$58,500

Body Styles: 4-door SUV

Trim Lines: Premium, Premium Plus, Prestige, SQ5

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (252 hp);

3.0-liter V6 turbo (354 hp)

Transmissions: 8-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	184
Width (in.)	75
Height (in.)	65
Wheelbase (in.)	111
Weight (lb.)	4,140
% weight front/rear	53/47

Cargo Measurement

Max. Load (lb.)	1,060
Cargo Volume, cu.ft.	27.0
Towing Capacity (lb.)	4,400

Fuel

Premium	
CR overall mpg	24

Overall Score	78
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	83
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️

USED CAR VERDICTS

Premium	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Better than average	⬆️	

Audi Q7



✓ Audi's luxury three-row SUV is an impressive vehicle, and among the best we've ever tested. It employs a supercharged 3.0-liter V6 that is mated to a very smooth eight-speed automatic. This results in effortless acceleration and fuel economy of 20 mpg overall in our tests. The Q7 is very quiet, instilling a sense of tranquility. The ride has an underlying firmness unless you splurge on the Prestige trim and the optional air suspension, which makes it as plush as a luxury car. Handling is responsive and confidence-inspiring. The beautifully finished interior exudes luxury, with excellent seats and a vivid, high-tech digital instrument cluster. The controls prove logical with familiarity. Available advanced safety systems include automatic emergency braking and lane-keep assist.



Base Price: \$49,900–\$65,400

Body Styles: 4-door SUV

Trim Lines: Premium, Premium Plus, Prestige

Drive Wheels: AWD

Seating: 2 front, 3 rear, 2 third

Engines: 2.0-liter 4 turbo (252 hp);

3.0-liter V6 supercharged (333 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	200
Width (in.)	78
Height (in.)	69
Wheelbase (in.)	118
Weight (lb.)	5,080
% weight front/rear	55/45

Cargo Measurement

Max. Load (lb.)	1,365
Cargo Volume, cu.ft.	35.5
Towing Capacity (lb.)	7,700

Fuel

Premium	
CR overall mpg	20

Overall Score	90
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	96
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	*	⬆
Engine Minor	⬆	*	⬆
Engine Cooling	⬆	*	⬆
Transmission Major	⬆	*	⬆
Transmission Minor	⬆	*	⬆
Drive System	⬆	*	⬆
Fuel System	⬆	*	⬆
Electrical	⬆	*	⬆
Climate System	⬆	*	⬆
Suspension	⬆	*	⬆
Brakes	⬆	*	⬆
Exhaust	⬆	*	⬆
Paint/Trim	⬆	*	⬆
Noises/Leaks	⬆	*	⬆
Body Hardware	⬆	*	⬆
Power Equipment	⬆	*	⬆
In-Car Electronics	⬆	*	⬆
USED CAR VERDICTS	⬆		⬆
NEW CAR PREDICTION	Better than average ⬆		

Audi TT



✓ The TT coupe and convertible use a 220-hp, 2.0-liter four-cylinder engine, while the TTS features a 292-hp version. The six-speed automated manual transmission swaps gears quickly, but some vibration is noticeable at very low speeds. The car feels nimble and entertaining, diving into corners with enthusiasm and a dash of steering feedback. The ride is quite firm but not punishing, and noise is kept at bay. Inside the snug interior is Audi's digital instrument panel, which incorporates all gauges and displays, and eliminates the center-dash screen. HVAC and seat-heat controls are incorporated into the different dash vents. Overall, the TT is more about style and technology than visceral sporty performance. For 2018, a new 400-hp, 2.5-liter five-cylinder turbo RS performance version joins the TT line.



Base Price: \$43,950–\$64,900

Body Styles: convertible; coupe

Trim Lines: 2.0T, RS, TTS

Drive Wheels: AWD

Seating: 2 front, 2 rear

Engines: 2.0-liter 4 turbo (220 hp);

2.0-liter 4 turbo (292 hp); 2.5-liter 5 turbo (400 hp)

Transmissions: 6-speed sequential; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	165
Width (in.)	72
Height (in.)	53
Wheelbase (in.)	99
Weight (lb.)	3,140
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	770
Cargo Volume, cu.ft.	12.0
Towing Capacity (lb.)	NR

Fuel

Premium	
CR overall mpg	26

Overall Score	79
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	84
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average ⬆		

BMW 2 Series



✓ This small coupe is exhilarating to drive, with razor-sharp handling and a sporty feel that is missing in other recent BMWs. The 230i is the base version and comes with a 248-hp, 2.0-liter four-cylinder engine; the uplevel M240i has a terrific 320-hp, 3.0-liter turbo six-cylinder that responds instantly to every prod of the throttle. A 365-hp M2 version with even sportier handling is available. The six-speed manual and eight-speed automatic transmissions are slick and super-responsive. The excellent front seats are very supportive, but the rears are very cramped. Interior appointments are first-rate, and the iDrive control system is logical once mastered. All-wheel drive and a convertible are available.



Base Price: \$34,950-\$57,400
Body Styles: convertible; coupe
Trim Lines: 230i, M2, M240i
Drive Wheels: Rear, AWD
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (248 hp); 3.0-liter 6 turbo (335 hp); 3.0-liter 6 turbo (365 hp)
Transmissions: 8-speed automatic; 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.).....175
 Width (in.).....70
 Height (in.).....56
 Wheelbase (in.).....106
 Weight (lb.).....3,450
 % weight front/rear.....53/47

Cargo Measurement

Max. Load (lb.).....805
 Cargo Volume, cu.ft.....14.0
 Towing Capacity (lb.).....NR

Fuel

Premium
 CR overall mpg.....25

Overall Score	92
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	98
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Better than average ⬆		

BMW 3 Series



✓ The 3 Series is among our most highly rated luxury compact sports sedans. We got a frugal 26 mpg overall from the 2.0-liter, turbo four-cylinder engine in the all-wheel-drive 330i that we tested. The engine and eight-speed automatic combine to make a slick powertrain. Handling is sharp, and the 3 Series is engaging to drive. The firm ride can get choppy on rough surfaces, but it effectively absorbs most impacts. The seats are supportive, and the cabin is impeccably furnished. The 328d diesel gets a standout 35 mpg overall, and its 49 mpg on the highway gives it an impressive range, but there is some engine noise to contend with. You can also opt for a wagon or a less powerful but more affordable 320i. The M3 can give ultra-high-performance cars a run for their money. The plug-in hybrid version can cover 14 miles on electric power.



Base Price: \$34,900-\$66,500
Body Styles: 4-door hatchback; sedan; wagon
Trim Lines: 320i, 328d, 330e, 330i, 340i, M3
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0L 4 turbo (180 hp, 248 hp); 2.0L 4 turbodiesel (180 hp); 2.0L 4 hybrid (248 hp); 3.0L 6 turbo (320 hp); 3.0L 6 turbo (425 hp)
Transmissions: 8-spd auto; 6-spd man; 7-spd seq

Facts & Figures

Exterior Dimensions

Length (in.).....183
 Width (in.).....71
 Height (in.).....56
 Wheelbase (in.).....111
 Weight (lb.).....3,690
 % weight front/rear.....52/48

Cargo Measurement

Max. Load (lb.).....905
 Cargo Volume, cu.ft.....17.0
 Towing Capacity (lb.).....NR

Fuel

Premium or diesel
 CR overall mpg.....26-35

Overall Score	78-79
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	86
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Better than average ⬆		

BMW 4 Series



The 4 Series coupe, convertible, and four-door Gran Coupe hatchback versions are based on the 3 Series. They each pack in healthy doses of style, luxury, and exclusivity. Lower and wider than the 3 Series, the plush and comfortable 4 Series is more of a grand touring car rather than a pure sports car. Yet it is quite capable. Handling is lithe, the ride is steady, and the interior is luxuriant. The turbocharged, 2.0-liter four-cylinder engine is sparing with fuel; the 3.0-liter, six-cylinder turbo is supersmooth and delivers effortless punch, which makes the 440i version a treat to drive. All-wheel drive is optional. The convertible version uses a retractable hardtop that can be operated at slow speeds. The ultra-high-performance M4 is a track-ready version.



Base Price: \$43,300-\$77,200
Body Styles: 4-door hatchback; convertible; coupe
Trim Lines: 420i, 430i, 440i, M4
Drive Wheels: Rear, AWD
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (248 hp); 3.0-liter 6 turbo (320 hp); 3.0-liter 6 turbo (425 hp)
Transmissions: 8-speed automatic; 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.).....183
Width (in.).....72
Height (in.).....54
Wheelbase (in.).....111
Weight (lb.).....3,470
% weight front/rear.....50/50

Cargo Measurement

Max. Load (lb.).....790
Cargo Volume, cu.ft.....16.0
Towing Capacity (lb.).....NR

Fuel

Premium
EPA combined mpg.....27

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

BMW 5 Series



✓ The 5 Series is a remarkably satisfying car, but one that is no longer the sporty choice of this class. Instead, it's very plush, super-quiet, finely crafted inside, and frugal with fuel. The all-wheel-drive 530i we tested rides comfortably and handles responsively. Its turbo four-cylinder engine had ample power and, paired with a smooth eight-speed automatic transmission, delivered an impressive 26 mpg overall. The 540i uses a punchy 335-hp, 3.0-liter turbo six-cylinder that effortlessly delivers power. AWD is available, and standard on the V8-powered M550i. The 530e plug-in hybrid costs about the same as the 530i. It can go about 14 miles on electric power alone and takes 2 hours to charge on a 240-volt charger. Optional active safety systems include forward-collision warning and lane-keeping assist.



Base Price: \$52,650-\$102,600
Body Styles: sedan
Trim Lines: 530e, 530e xDrive, 530i, 530i xDrive, 540d, 540i, 540i xDrive, M5, M550i xDrive
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 hybrid (248 hp); 2.0-liter 4 turbo (248 hp); 3.0-liter 6 turbodiesel (261 hp); 3.0-liter 6 turbo (335 hp); 4.4-liter V8 turbo (456 hp); 4.4-liter V8 turbo (600 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....195
Width (in.).....74
Height (in.).....58
Wheelbase (in.).....117
Weight (lb.).....3,950
% weight front/rear.....53/47

Cargo Measurement

Max. Load (lb.).....850
Cargo Volume, cu.ft.....19.0
Towing Capacity (lb.).....NR

Fuel

Premium or diesel
CR overall mpg.....26

Overall Score	82
Predicted Reliability	
Owner Satisfaction	
Road Test Score	94
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

BMW 6 Series



This sleek grand tourer comes as a four-door Gran Coupe, a stylish hatchback, or a convertible. Power comes from a 3.0-liter, turbocharged six-cylinder or a 4.4-liter, turbocharged V8 engine, mated to either an eight-speed automatic transmission or a seven-speed automated manual in the high-performance version. The V8 delivers ferocious acceleration and an invigorating exhaust note. Handling is sharp, and the ride is compliant and controlled. The cabin is quiet. Controls take some getting used to but ultimately prove logical, except for the very confusing to use gear selector for the automated manual (DCT) on M versions. The M6 is a more performance-oriented, track-ready version. It's quick, capable, and enjoyable to drive.



Base Price: \$81,400–\$124,300
Body Styles: 4-door hatchback; convertible; sedan
Trim Lines: 640i, 650i, Alpina B6, Gran Turismo, M6
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter 6 turbo (315 hp); 3.0-liter 6 turbo (335 hp); 4.4-liter V8 turbo (445 hp); 4.4-liter V8 turbo (560 hp); 4.4-liter V8 turbo (600 hp)
Transmissions: 8-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)193
Width (in.)75
Height (in.)54
Wheelbase (in.)112
Weight (lb.)4,355
% weight front/rear52/48

Cargo Measurement

Max. Load (lb.)770
Cargo Volume, cu.ft.13.0
Towing Capacity (lb.)NR

Fuel

Premium
EPA combined mpg20

Overall Score	NA
Predicted Reliability	1
Owner Satisfaction	^
Road Test Score	NA
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average 1		

BMW 7 Series



✓ Among ultraluxury sedans, the BMW 7 Series has always played second fiddle to the Mercedes-Benz S-Class. But the current 7 aced our tests, with an impressively steady ride, a silky-smooth powertrain, good handling, and a sumptuous cabin. The base 740i is powered by a 3.0-liter, turbo six-cylinder engine. Our 750i, with the polished and punchy 445-hp, 4.4-liter turbocharged V8 and all-wheel drive, rang in at \$110,645. Although the controls have a steep learning curve, they prove logical once mastered. The luxurious interior is super-quiet, with impeccable attention to detail and supremely comfortable seats. Interior quality is superb, with the wood, leather, suede, and aluminum trim delivering a modern ambience without looking glitzy.



Base Price: \$83,100–\$156,700
Body Styles: sedan
Trim Lines: 740e, 740i, 750i, Alpina B7, M760i
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 hybrid (326 hp); 3.0-liter 6 turbo (320 hp); 4.4-liter V8 turbo (445 hp); 4.4-liter V8 turbo (600 hp); 6.6-liter V12 turbo (600 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)207
Width (in.)75
Height (in.)58
Wheelbase (in.)126
Weight (lb.)4,710
% weight front/rear54/46

Cargo Measurement

Max. Load (lb.)960
Cargo Volume, cu.ft.18.0
Towing Capacity (lb.)NR

Fuel

Premium
CR overall mpg21

Overall Score	86
Predicted Reliability	^
Owner Satisfaction	1
Road Test Score	99
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average ^		

BMW i3



BMW's electric car is a rear-wheel-drive, four-seat hatchback with rear-hinged back doors. The interior is striking in its simplicity and style, which is reminiscent of Scandinavian furniture. The electric motor produces the equivalent of 170 hp, which makes this tall, narrow car feel quick. An optional two-cylinder engine, which acts as an onboard generator rather than a primary power source, extends the range beyond the typical 75 miles to about 130 miles total. Charge times are about 4 hours with a 240-volt connection. In our tests we measured the electric equivalent of 139 mpg. Despite its tall stance, the i3 is very agile and easy to maneuver, though the ride is quite firm. It takes time to get used to the pronounced deceleration when lifting off the accelerator pedal.



Base Price: \$44,450-\$50,100
Body Styles: 4-door hatchback
Trim Lines: Deka, Giga, Mega, s, Tera
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engines: 0.7-liter 2 electric (170 hp)
Transmissions: 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.) 157
 Width (in.) 70
 Height (in.) 62
 Wheelbase (in.) 101
 Weight (lb.) 3,140
 % weight front/rear 45/55

Cargo Measurement

Max. Load (lb.) 650
 Cargo Volume, cu.ft. 12.0
 Towing Capacity (lb.) NR

Fuel

Premium
 CR overall mpg 139

Overall Score	66
Predicted Reliability	
Owner Satisfaction	
Road Test Score	79
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

BMW X1



✓ The X1 relies on a platform shared with the Mini Clubman and Countryman, and available in both front- and all-wheel-drive versions. In our tests of the AWD X1, the responsive 228-hp, 2.0-liter turbocharged four-cylinder engine returned 26 mpg overall. With the X1's relatively low ride height, it feels almost like driving a sedan. Although capable and responsive, ride and handling aren't up to BMW's high standards. Road noise is rather noticeable. The interior is constructed with high-quality materials and switches, buttons, and knobs. The front seats are rather short and flat, however, and rear-seat passengers hit their shins against the backs of the front seats. Prices start at an inviting \$34,000, but a typically equipped X1 easily breaks the \$40,000 mark.



Base Price: \$33,900-\$35,900
Body Styles: 4-door SUV
Trim Lines: sDrive28i, xDrive28i
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (228 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 175
 Width (in.) 72
 Height (in.) 63
 Wheelbase (in.) 105
 Weight (lb.) 3,725
 % weight front/rear 57/43

Cargo Measurement

Max. Load (lb.) 900
 Cargo Volume, cu.ft. 27.0
 Towing Capacity (lb.) NR

Fuel

Premium
 CR overall mpg 26

Overall Score	70
Predicted Reliability	
Owner Satisfaction	
Road Test Score	74
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

BMW X2



The BMW X2 is designed to appeal to style-conscious customers who want a sporty-looking SUV but don't mind sacrificing interior space. Based on the X1, the X2 measures 3.2 inches shorter and 2.8 inches lower than its mechanical twin. This makes the X2 BMW's smallest entry in the luxury SUV market. Powering comes from a 228-hp, turbocharged four-cylinder engine that's mated to an eight-speed automatic transmission and standard all-wheel drive. Inside, you'll find the same layout found in the rest of BMW's business class-like cabins. BMW's available Driver Assistance Package includes safety features such as forward-collision warning, city-speed automatic emergency braking, and lane-departure warning.



Base Price: \$38,400-\$43,050
Body Styles: 4-door SUV
Trim Lines: M Sport, xDrive28i
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (228 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 172
 Width (in.) 72
 Height (in.) 60
 Wheelbase (in.) 105
 Weight (lb.) 3,660
 % weight front/rear NA

Cargo Measurement

Max. Load (lb.) 900
 Cargo Volume, cu.ft. NA
 Towing Capacity (lb.) NA

Fuel

Premium
 EPA combined mpg 25

Overall Score	NA
Predicted Reliability	1
Owner Satisfaction	2
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		1

BMW X3



✓ BMW's redesigned, third-generation X3 adds upscale cabin amenities, technology, and safety features. The previous X3 was already among CR's highest-rated models in its category of modestly sized, luxury SUVs. Most X3s are the 30i version, which uses a 248-hp, 2.0-liter turbo four-cylinder engine. It delivers quick acceleration and returned 24 mpg overall in our tests. The uplevel M40i gets a 355-hp, turbo six-cylinder. As before, its smooth eight-speed automatic transmission and all-wheel drive are standard. The new X3 is super quiet inside, with impeccable fit and finish. Handling is quite responsive, and the ride is firm yet absorbent. The latest generation of the iDrive infotainment system has been simplified. Blind-spot and lane-departure warnings, as well as low speed automatic emergency braking, are common options.



Base Price: \$42,650-\$54,500
Body Styles: 4-door SUV
Trim Lines: M40i, xDrive30i
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (248 hp);
 3.0-liter 6 turbo (355 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 186
 Width (in.) 74
 Height (in.) 66
 Wheelbase (in.) 113
 Weight (lb.) 4,220
 % weight front/rear 49/51

Cargo Measurement

Max. Load (lb.) 935
 Cargo Volume, cu.ft. 32.0
 Towing Capacity (lb.) 4,410

Fuel

Premium
 CR overall mpg 24

Overall Score	81
Predicted Reliability	2
Owner Satisfaction	2
Road Test Score	92
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	2	2	2
Engine Minor	2	2	2
Engine Cooling	2	2	2
Transmission Major	2	2	2
Transmission Minor	2	2	2
Drive System	2	2	2
Fuel System	1	2	2
Electrical	2	2	2
Climate System	2	2	2
Suspension	2	2	2
Brakes	2	2	2
Exhaust	2	2	2
Paint/Trim	2	2	2
Noises/Leaks	2	1	2
Body Hardware	2	2	2
Power Equipment	2	2	2
In-Car Electronics	2	2	2
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		2

BMW X4



The X4 is redesigned for 2019, and is based on the current-generation X3. It gains new safety technology, styling, and an inch of legroom over its predecessor. But its coupe-like profile still sacrifices some utility and visibility for a more athletic appearance. The base version is now called the xDrive30i and features a 248-hp, turbocharged four-cylinder engine, which proved responsive and fuel efficient in our tested X3. The M40i is powered by a strong 355-hp, six-cylinder turbo engine. Both have all-wheel drive and an 8-speed automatic transmission standard. We found the X3 thoroughly engaging to drive, and expect similar performance from the X4. Forward-collision warning and low-speed automatic emergency braking are standard, as is a 10.25-inch touchscreen with navigation.



Base Price: \$50,450–\$60,450
Body Styles: 4-door SUV
Trim Lines: M40i, xDrive30i
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (248 hp); 3.0-liter 6 turbo (355 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 188
 Width (in.) 75
 Height (in.) 64
 Wheelbase (in.) 113
 Weight (lb.) 3,900
 % weight front/rear 50/50

Cargo Measurement

Max. Load (lb.) NA
 Cargo Volume, cu.ft. 19.0
 Towing Capacity (lb.) 4,000

Fuel

Premium
 EPA combined mpg 25

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History			
Trouble Spots			
	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

BMW X5



✓ The X5 delivers refinement, comfort, and a high-quality interior laden with technology. Its 3.0-liter, turbo six-cylinder engine, paired to a silky-smooth eight-speed automatic transmission, supplies effortless acceleration and a good 21 mpg overall. In our tests we found the ride to be steady, with handling responsive and secure. The interior is super-quiet and impeccably finished, but the third-row seat is suitable only for young kids. BMW's iDrive infotainment system has become more intuitive and, with familiarity, proves logical. Optional safety systems, such as automatic emergency braking, are comprehensive. A 4.4-liter V8 and a diesel are available. The X5 plug-in hybrid uses a 2.0-liter, twin-turbo four-cylinder and can drive on electric power for short distances. A high-performance M version is also available.



Base Price: \$57,200–\$101,700
Body Styles: 4-door SUV
Trim Lines: M, sDrive35i, xDrive35d, xDrive35i, xDrive40e, xDrive50i
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 hybrid (308 hp); 3.0-liter 6 turbodiesel (255 hp); 3.0-liter 6 turbo (300 hp); 4.4-liter V8 turbo (445 hp); 4.4-liter V8 turbo (567 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 192
 Width (in.) 76
 Height (in.) 69
 Wheelbase (in.) 116
 Weight (lb.) 4,745
 % weight front/rear 50/50

Cargo Measurement

Max. Load (lb.) 1,345
 Cargo Volume, cu.ft. 34.5
 Towing Capacity (lb.) 6,000

Fuel

Premium or diesel
 CR overall mpg 21

Overall Score	76
Predicted Reliability	
Owner Satisfaction	
Road Test Score	84
Crash Prevention	Opt.

Reliability History			
Trouble Spots			
	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

BMW X6



This coupelike sporty SUV is a derivative of the capable X5, which is a good place to start. Unlike its sibling, the X6's styling severely hampers rear visibility, cabin access, and cargo room. More than just a different body, though, the X6 is sportier than the X5, with tauter handling and a stiffer ride. Most versions are powered by a 3.0-liter, turbocharged six-cylinder engine, which returned 21 mpg overall in our tested X5. A 4.4-liter, turbocharged V8 is also offered. The interior is luxurious and well-crafted, and the seats are supportive for long trips. The infotainment system takes time to master but ultimately proves logical. A rear-wheel-drive version is available, as is a high-performance M version that commands a six-figure price.



Base Price: \$62,950-\$105,100

Body Styles: 4-door SUV

Trim Lines: M, sDrive35i, xDrive35i, xDrive50i

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 3.0-liter 6 turbo (300 hp); 4.4-liter V8 turbo (445 hp); 4.4-liter V8 turbo (567 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	192
Width (in.)	78
Height (in.)	67
Wheelbase (in.)	116
Weight (lb.)	4,750
% weight front/rear	49/51

Cargo Measurement

Max. Load (lb.)	935
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	NR

Fuel

Premium	
EPA combined mpg	20

Overall Score	NA
Predicted Reliability	1
Owner Satisfaction	^
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION	Average	1
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Buick Cascada



The Cascada is a well-thought-out, four-seat, soft-top convertible. Handling is responsive, and the ride is steady but a bit stiff because of the standard 20-inch tires. The 1.6-liter, four-cylinder engine has modest power and returned just 22 mpg overall. The leather seats are supportive, but it's a long reach to access the touch-screen infotainment system, and the center dash is a mess of buttons. The power-operated, fully insulated fabric roof takes a quick 17 seconds to open and can be operated at speeds up to 31 mph. Fortunately, wind buffeting is kept to a minimum during top-down driving. Rear-seat access is made easier by front seats that power-slide forward. Opting for the Premium or Sport Touring trims brings advanced safety equipment, including forward-collision warning and lane-departure warning.



Base Price: \$33,065-\$37,065

Body Styles: convertible

Trim Lines: Base, Premium, Sport

Touring

Drive Wheels: Front

Seating: 2 front, 2 rear

Engines: 1.6-liter 4 turbo (200 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	185
Width (in.)	72
Height (in.)	57
Wheelbase (in.)	106
Weight (lb.)	3,980
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	740
Cargo Volume, cu.ft.	13.0
Towing Capacity (lb.)	NR

Fuel

Regular	
CR overall mpg	22

Overall Score	58
Predicted Reliability	^
Owner Satisfaction	^
Road Test Score	53
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	^	*	*
Engine Minor	^	*	*
Engine Cooling	^	*	*
Transmission Major	^	*	*
Transmission Minor	^	*	*
Drive System	^	*	*
Fuel System	^	*	*
Electrical	^	*	*
Climate System	^	*	*
Suspension	^	*	*
Brakes	^	*	*
Exhaust	^	*	*
Paint/Trim	^	*	*
Noises/Leaks	^	*	*
Body Hardware	^	*	*
Power Equipment	^	*	*
In-Car Electronics	^	*	*

USED CAR VERDICTS

NEW CAR PREDICTION	Better than average	^
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Buick Enclave



The large, three-row Buick Enclave underwent a full redesign for 2018. It provides improved fuel economy, more space, and a variety of safety and connectivity features. Power comes from a lively 3.6-liter V6 teamed with a smooth, responsive nine-speed automatic. We got 18 mpg overall in our tests. Towing capacity is 5,000 pounds. The roomy cabin is very quiet and the ride is comfortable, befitting a Buick flagship. The third-row seat is relatively roomy for the class. The infotainment system is easy to use, but the unintuitive shifter is a nuisance in parking maneuvers. A manual sunshade for the sunroof and only a two-way lumbar adjustment for the seat are odd, given the price. Low-speed automatic emergency braking and forward-collision warning are standard, though only on top versions costing more than \$50,000.



Base Price: \$39,995–\$55,800

Body Styles: 4-door SUV

Trim Lines: Avenir, Base, Essence, Premium

Drive Wheels: Front, AWD

Seating: 2 front, 2 rear, 3 third

Engines: 3.6-liter V6 (310 hp)

Transmissions: 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	204
Width (in.)	79
Height (in.)	70
Wheelbase (in.)	121
Weight (lb.)	4,690
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	1,625
Cargo Volume, cu.ft.	48.5
Towing Capacity (lb.)	5,000

Fuel

Regular	
CR overall mpg	18

Overall Score	63
Predicted Reliability	
Owner Satisfaction	
Road Test Score	87
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Buick Encore



Derived from the small Chevrolet Sonic subcompact sedan, this subcompact SUV has a veneer of luxury. It does have a well-finished, quiet cabin and a ride that's better than a number of larger SUVs. On the downside, the Encore's little 1.4-liter, turbocharged four-cylinder engine and six-speed automatic transmission combine to deliver plodding acceleration and just fair fuel economy. We got just 23 mpg overall in our tests. In addition, the Encore is expensive, making it a questionable value. The Encore's tidy size makes it easy to maneuver, and its handling is sound but unexceptional. The interior is narrow and cramped, and the swoopy styling intrudes on the view out of the back. A more powerful Sport Touring version is also available.



Base Price: \$22,990–\$32,100

Body Styles: 4-door SUV

Trim Lines: Base, Essence, Preferred, Preferred II, Premium, Sport Touring

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 1.4-liter 4 turbo (138 hp);

1.4-liter 4 turbo (153 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	168
Width (in.)	70
Height (in.)	65
Wheelbase (in.)	101
Weight (lb.)	3,355
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	945
Cargo Volume, cu.ft.	26.0
Towing Capacity (lb.)	NR

Fuel

Regular	
CR overall mpg	23

Overall Score	73
Predicted Reliability	
Owner Satisfaction	
Road Test Score	69
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Buick Envision



Buick's China-built Envision uses a smooth and quiet 252-hp, 2.0-liter turbocharged four-cylinder engine mated to a six-speed automatic transmission when we tested it. For 2019 the turbo engine is paired with a nine-speed automatic. Handling is clumsy and the brakes are mushy, but ultimately the car is secure when pushed to its limits. The ride is a mixed bag, both soft and unsettled at the same time. Wind noise is pronounced. The interior is well-finished and features a relatively roomy rear seat. Buick's suite of active safety equipment includes forward-collision warning and lane-departure mitigation systems, as well as automatic braking. A less-expensive 2.5-liter four-cylinder and front-wheel-drive versions are available. Buick says the update addresses some of the Envision's shortcomings.



Base Price: \$32,990-\$44,595

Body Styles: 4-door SUV

Trim Lines: Base, Essence, Preferred, Premium, Premium II

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (252 hp); 2.5-liter 4 (197 hp)

Transmissions: 6-speed automatic; 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	184
Width (in.)	72
Height (in.)	67
Wheelbase (in.)	108
Weight (lb.)	4,050
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	950
Cargo Volume, cu.ft.	32.5
Towing Capacity (lb.)	1,500

Fuel

Regular or premium	
CR overall mpg.	21

Overall Score	67
Predicted Reliability	⬆
Owner Satisfaction	⬇
Road Test Score	67
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Better than average		

Buick LaCrosse



Buick's large sedan features a well-trimmed and quiet cabin with a spacious rear seat. The smooth 3.6-liter V6 engine supplies plenty of power and a decent 24 mpg overall. The LaCrosse is one of the few large sedans that is available with all-wheel drive. Handling is responsive but not sporty. The ride is cushy and absorbent, but we would skip the optional 20-inch tires, which make the ride overly firm. The car's low stance compromises cabin access and visibility. Most controls are easy to use, including the touch-screen infotainment system, but the unintuitive shifter proves maddening. Advanced safety features are available only on high-end trims. Updates for 2018 include a new 2.5-liter, four-cylinder mild hybrid as the standard engine, and the V6 is paired with a new nine-speed automatic.



Base Price: \$29,565-\$43,425

Body Styles: sedan

Trim Lines: Avenir, Base, Essence, Preferred, Premium

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.5-liter 4 (200 hp); 3.6-liter V6 (310 hp)

Transmissions: 6-speed automatic; 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	198
Width (in.)	73
Height (in.)	58
Wheelbase (in.)	114
Weight (lb.)	3,665
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	915
Cargo Volume, cu.ft.	15.0
Towing Capacity (lb.)	1,000

Fuel

Regular	
CR overall mpg.	24

Overall Score	59
Predicted Reliability	⬇
Owner Satisfaction	⬇
Road Test Score	85
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Much worse than average		

Buick Regal



The Buick Regal Sportback has coupelike styling that artfully masks its hatchback configuration. The TourX is a raised wagon, similar in concept to a Subaru Outback. Most versions use an energetic 2.0-liter, turbo four-cylinder engine; the sporty GS gets a 3.6-liter V6. Front- and all-wheel-drive versions are available. The Regal has a comfortable ride, and road, wind, and engine noise are well-muted. Handling is capable and responsive, but it's less sporty than the previous generation. We found the seats to be comfortable and the cabin well-constructed, although a bit plain. Android Auto and Apple CarPlay compatibility is standard. Most advanced safety features are optional, but typically are only found on versions bumping against the \$40,000 price point.



Base Price: \$25,915–\$39,990
Body Styles: 4-door hatchback
Trim Lines: Base, Essence, GS, Preferred, Preferred II
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (250 hp); 3.6-liter V6 (310 hp)
Transmissions: 8-speed automatic; 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....193
 Width (in.).....73
 Height (in.).....57
 Wheelbase (in.).....111
 Weight (lb.).....3,680
 % weight front/rear.....60/40

Cargo Measurement

Max. Load (lb.).....925
 Cargo Volume, cu.ft.....32.0
 Towing Capacity (lb.).....NR

Fuel

Regular or premium
 CR overall mpg.....23

Overall Score	73
Predicted Reliability	
Owner Satisfaction	
Road Test Score	87
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Cadillac ATS



Offered in rear- or all-wheel drive and coupe or sedan body styles, the ATS has nimble, capable handling and sharp steering that make it a treat to drive. The 2.0-liter, turbocharged four-cylinder engine is quick, but it doesn't feel all that powerful and got just 23 mpg overall when we tested it with the old six-speed automatic transmission, which has been supplanted by a better eight-speed unit. A smooth, refined 3.6-liter V6 is also available. The ride is taut, and braking is excellent. However, the Cue infotainment system, with its flush buttons, is very convoluted and frustrating to use. The interior is well-finished but very snug, particularly in the back. The high-performance ATS-V gets a 464-hp, twin-turbo V6.



Base Price: \$35,495–\$63,795
Body Styles: coupe; sedan
Trim Lines: Luxury, Premium Luxury, Premium Performance, Standard, V
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (272 hp); 3.6-liter V6 (335 hp); 3.6-liter V6 turbo (464 hp)
Transmissions: 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.).....183
 Width (in.).....71
 Height (in.).....56
 Wheelbase (in.).....109
 Weight (lb.).....3,420
 % weight front/rear.....51/49

Cargo Measurement

Max. Load (lb.).....870
 Cargo Volume, cu.ft.....10.0
 Towing Capacity (lb.).....NR

Fuel

Regular or premium
 CR overall mpg.....23

Overall Score	60
Predicted Reliability	
Owner Satisfaction	
Road Test Score	79
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Cadillac CT6



Cadillac's flagship large sedan possesses some athletic chops and is lively to drive. While the ride is firm, the CT6 is steady and controlled, and the interior is very quiet. The base engine is a turbo-four, but most buyers will opt for the midlevel nonturbo V6; the top trim carries a 404-hp, twin-turbocharged V6. All-wheel drive is standard on versions with V6 engines. The interior is plush and roomy, but in-cabin storage is practically nonexistent. Front-seat comfort is superb, but the rear seat is a bit short on thigh support. Despite updates, the Cue infotainment system remains unintuitive and highly distracting to use. A plug-in hybrid version with an estimated 30 miles of EV range is also available. The CT6 offers GM's Super Cruise driver-assistance system, which operates on freeways and monitors the driver to make sure he or she is paying attention.



Base Price: \$54,095-\$88,295

Body Styles: sedan

Trim Lines: Luxury, Platinum, Plug-In Hybrid, Premium Luxury, Standard

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (265 hp); 2.0-liter 4 electric (335 hp); 3.0-liter V6 turbo (404 hp); 3.6-liter V6 (335 hp)

Transmissions: 8-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	204
Width (in.)	74
Height (in.)	58
Wheelbase (in.)	122
Weight (lb.)	4,040
% weight front/rear	53/47

Cargo Measurement

Max. Load (lb.)	910
Cargo Volume, cu.ft.	15.0
Towing Capacity (lb.)	1,000

Fuel

Regular or premium	
CR overall mpg	22

Overall Score	75
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	95
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION	Worse than average
	⬇️

Cadillac CTS



The CTS is a midsize luxury sedan with a firm, absorbent ride and precise handling that crowns it as one of the sportiest cars in the class. But as satisfying as it is to drive, the CTS can also be frustrating, partly because of the overly complex Cue infotainment system. The cabin is luxurious, with impressive material quality. But rear-seat room is relatively snug, and the trunk is a bit small. Neither the four-cylinder turbo nor the 3.6-liter V6 engines are as refined as the best in class. The high-end V-Sport is a treat to drive, with effortless thrust. The high-performance CTS-V gives any \$100,000 German super-sedan a run for its money, thanks to the 640-hp, 6.2-liter supercharged V8 from the Corvette Z06 and its trackworthy handling and braking.



Base Price: \$45,995-\$85,995

Body Styles: sedan

Trim Lines: Base, Luxury, Premium Luxury, V, Vsport, V Sport

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (268 hp); 3.6-liter V6 (335 hp); 3.6-liter V6 turbo (420 hp); 6.2-liter V8 supercharged (640 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	196
Width (in.)	72
Height (in.)	57
Wheelbase (in.)	115
Weight (lb.)	3,915
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	890
Cargo Volume, cu.ft.	14.0
Towing Capacity (lb.)	1,000

Fuel

Regular or premium	
CR overall mpg	22

Overall Score	64
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	83
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬇️	⬆️	*
Transmission Minor	⬇️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬇️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬇️	⬆️	*
Body Hardware	⬇️	⬆️	*
Power Equipment	⬇️	⬆️	*
In-Car Electronics	⬇️	⬇️	*

USED CAR VERDICTS

NEW CAR PREDICTION	Worse than average
	⬇️



Cadillac Escalade



The Escalade falls down on the fundamentals as a luxury SUV; it rides too stiffly and can't stop or handle with the grace of its peers. Despite casting a massive shadow, the Cadillac is not even that roomy inside. The second-row seats aren't very comfortable, and the third row is cramped. For those who want more room, a longer ESV version that provides more cargo space is available. The Cue infotainment system is confounding. The real strength of the Escalade lies in its work abilities, with a powerful 420-hp V8 engine and impressive tow capacity. Updates for 2018 include a new 10-speed automatic transmission, replacing the eight-speed unit. We consider a well-trimmed Chevrolet Suburban or GMC Yukon XL to be a smarter buy.



Base Price: \$73,395-\$98,195

Body Styles: 4-door SUV; extended SUV

Trim Lines: Luxury, Platinum, Premium Luxury, Standard

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear, 3 third

Engines: 6.2-liter V8 (420 hp)

Transmissions: 10-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	204
Width (in.)	81
Height (in.)	74
Wheelbase (in.)	116
Weight (lb.)	5,820
% weight front/rear	51/49
Cargo Measurement	
Max. Load (lb.)	1,310
Cargo Volume, cu.ft.	48.0
Towing Capacity (lb.)	8,100

Fuel

Regular	
CR overall mpg	16

Overall Score	40
Predicted Reliability	
Owner Satisfaction	
Road Test Score	61
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Cadillac XT5



Cadillac's XT5 luxury crossover is powered by a 3.6-liter V6 engine paired with an eight-speed automatic transmission. Despite decent measured acceleration, it feels a bit lethargic in everyday driving, and the overall 20 mpg we measured is unimpressive. Cadillac's convoluted Cue infotainment system is a little more manageable, but the unintuitive gear selector is maddening. A rear-camera system that displays in the rearview mirror comes on top versions. The XT5 handles soundly, though the ride is too stiff unless you opt for the active damping suspension that comes on top-trim versions. Occupants are treated to a quiet cabin, supportive seats, and impressive cabin fit and finish.



Base Price: \$40,595-\$63,395

Body Styles: 4-door SUV

Trim Lines: Base, Luxury, Platinum, Premium Luxury

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 3.6-liter V6 (310 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	190
Width (in.)	75
Height (in.)	66
Wheelbase (in.)	113
Weight (lb.)	4,300
% weight front/rear	59/41
Cargo Measurement	
Max. Load (lb.)	1,620
Cargo Volume, cu.ft.	33.0
Towing Capacity (lb.)	3,500

Fuel

Regular	
CR overall mpg	20

Overall Score	59
Predicted Reliability	
Owner Satisfaction	
Road Test Score	76
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Cadillac XTS



This large sedan has a beautifully executed interior, perfect for limo duty. The XTS is roomy, luxurious, and quiet inside, with comfortable seats. It comes as either front-wheel drive or all-wheel drive. But the ride feels too ordinary for a luxury car, and handling isn't sporty. The 3.6-liter V6 engine lacks finesse, mostly because of its coarse sound when prodded. Still, it ultimately performs well and returned a respectable 22 mpg overall when we tested it with the six-speed automatic transmission. The unintuitive Cue infotainment system is frustrating to use, and the high rear deck impedes the view out the back. A V-Sport version with a twin-turbo, 3.6-liter engine gives the XTS V8-like power.



Base Price: \$45,595-\$72,695

Body Styles: sedan

Trim Lines: Luxury, Platinum, Premium Luxury, Standard, V-sport

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 3.6-liter V6 (304 hp); 3.6-liter V6 turbo (410 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	202
Width (in.)	73
Height (in.)	59
Wheelbase (in.)	112
Weight (lb.)	4,090
% weight front/rear	59/41
Cargo Measurement	
Max. Load (lb.)	925
Cargo Volume, cu.ft.	18.0
Towing Capacity (lb.)	1,000

Fuel

Regular or premium

CR overall mpg.....22

Overall Score	63
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	82
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬇️	⬆️	*
Transmission Minor	⬇️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬇️	⬇️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬇️	*
In-Car Electronics	⬆️	⬆️	*
USED CAR VERDICTS	⬇️	⬇️	
NEW CAR PREDICTION	Worse than average ⬇️		

Chevrolet Bolt



✓ The Bolt is the first relatively affordable EV to have a robust driving range. This small hatchback is built around a large 60-kWh battery pack that sits under the car's floor and contributes to the car's planted feel despite its tall stance. With 200 electrified horses on tap, the Bolt accelerates with gusto. A full charge takes 10 hours on a 240-volt connector, but with a 250-mile range according to our measurement, you rarely have to fully charge the Bolt. The Bolt is very quiet, but the ride can get choppy. Controls take some getting used to, including the unintuitive shifter. The driver's seat is short on lower-back support, and interior quality is on the cheap side. Typically equipped vehicle pricing ranges from \$37,000 to \$45,000 before federal tax incentives of \$7,500.



Base Price: \$36,620-\$40,905

Body Styles: 4-door hatchback

Trim Lines: LT, Premier

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: Electric (200 hp)

Transmissions: 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.)	164
Width (in.)	70
Height (in.)	63
Wheelbase (in.)	102
Weight (lb.)	3,545
% weight front/rear	56/44
Cargo Measurement	
Max. Load (lb.)	875
Cargo Volume, cu.ft.	17.0
Towing Capacity (lb.)	NR

Fuel

Electric

CR overall mpg.....119

Overall Score	77
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	76
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			⬆️
Engine Minor			⬆️
Engine Cooling			⬆️
Transmission Major			⬆️
Transmission Minor			⬆️
Drive System			⬆️
Fuel System			⬆️
Electrical			⬆️
Climate System			⬆️
Suspension			⬆️
Brakes			⬆️
Exhaust			⬆️
Paint/Trim			⬆️
Noises/Leaks			⬆️
Body Hardware			⬆️
Power Equipment			⬆️
In-Car Electronics			⬇️
USED CAR VERDICTS			⬆️
NEW CAR PREDICTION	Better than average ⬆️		



Chevrolet Camaro



The Camaro possesses impressive handling agility and sharp steering. The optional magnetic ride suspension does an impressive job of keeping the Camaro composed over some of the roughest surfaces. The manual shifter has light, precise throws. Base models use a 275-hp, turbo four-cylinder engine, and the 3.6-liter V6 makes 335 hp. For the SS, Chevrolet dropped in the ferocious 6.2-liter V8 from the Corvette. All use a six-speed manual or an eight-speed automatic. The easy-to-use MyLink infotainment system is a plus, but the low dash vents tend to freeze your hand when it's on the shifter. Visibility all around is atrocious, and rear-seat room is extremely tight. A performance ZL1 version is available, powered by a 650-hp, 6.2-liter V8 supercharged engine mated to the six-speed manual or an optional 10-speed automatic.



Base Price: \$25,905-\$69,135
Body Styles: convertible; coupe
Trim Lines: LT, SS, ZL1
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (275 hp); 3.6-liter V6 (335 hp); 6.2-liter V8 (455 hp); 6.2-liter V8 (650 hp)
Transmissions: 8-speed automatic; 10-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.).....188
 Width (in.).....75
 Height (in.).....53
 Wheelbase (in.).....111
 Weight (lb.).....3,730
 % weight front/rear.....54/46

Cargo Measurement

Max. Load (lb.).....725
 Cargo Volume, cu.ft.....11.0
 Towing Capacity (lb.).....NR

Fuel

Regular or premium
 CR overall mpg.....20

Overall Score	59
Predicted Reliability	
Owner Satisfaction	
Road Test Score	85
Crash Prevention	NA

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Chevrolet Colorado



GM's small pickups, the Colorado and its GMC Canyon twin, are more maneuverable than full-sized trucks and are better equipped than their Nissan and Toyota competitors. We tested both the V6 engine, which returned 18 mpg overall, and the four-cylinder diesel, which got 24 mpg overall. The ride is rather choppy, as expected of a pickup, but handling is responsive. Rear- and four-wheel-drive versions are available, as are extended and crew-cab body styles. Inside are the latest electronics, including the MyLink audio system. These are the first small trucks to offer forward-collision and lane-departure warnings. An eight-speed automatic transmission and an updated, more responsive V6 are available.



Base Price: \$20,000-\$41,625
Body Styles: crew cab; extended cab
Trim Lines: Base, LT, WT, Z71, ZR2
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (200 hp); 2.8-liter 4 turbodiesel (181 hp); 3.6-liter V6 (308 hp)
Transmissions: 6-speed automatic; 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.).....213
 Width (in.).....74
 Height (in.).....79
 Wheelbase (in.).....128
 Weight (lb.).....4,500
 % weight front/rear.....57/43

Cargo Measurement

Max. Load (lb.).....1,555
 Cargo Volume, cu.ft.....NA
 Towing Capacity (lb.).....7,000

Fuel

Regular or diesel
 CR overall mpg.....18-24

Overall Score	51-53
Predicted Reliability	
Owner Satisfaction	
Road Test Score	67-69
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Chevrolet Corvette



The sharp-edged Corvette has abundant power from its 455-hp, 6.2-liter V8 engine and an interior worthy of the price. A seven-speed manual transmission is standard, with an eight-speed automatic optional. Drivers with a thirst for more power can opt for the 650-hp Z06. The car's all-aluminum construction optimizes weight savings and strength. Whether in coupe or convertible form, acceleration is blisteringly quick and handling is pinpoint. With its adjustable driving modes, the car can be a fairly refined cruiser or a track-ready race car. The seats deliver support and comfort. But you can't ignore the low-slung cabin, which requires almost acrobatic skills to get in and out of; the vague manual shifter; and the omnipresent tire noise. The Grand Sport and ultra-high-performance ZR1 versions are also available.



Base Price: \$56,490-\$92,440

Body Styles: 2-door hatchback; convertible

Trim Lines: 1LT, 2LT, 3LT, Grand Sport, Z06

Drive Wheels: Rear

Seating: 2 front

Engines: 6.2-liter V8 (455 hp); 6.2-liter V8 (460 hp); 6.2-liter V8 super-charged (650 hp)

Transmissions: 8-speed automatic; 7-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	177
Width (in.)	74
Height (in.)	49
Wheelbase (in.)	107
Weight (lb.)	3,470
% weight front/rear	49/51

Cargo Measurement

Max. Load (lb.)	525
Cargo Volume, cu.ft.	15.0
Towing Capacity (lb.)	NR

Fuel

Premium	
CR overall mpg	20

Overall Score	64
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	92
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬇️	⬆️	⬇️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬇️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬇️	⬇️	⬇️
NEW CAR PREDICTION	Much worse than average		

Chevrolet Cruze



The Cruze possesses big-car qualities, such as a comfortable ride and a quiet interior. The standard engine is an unobtrusive 1.4-liter, turbo four-cylinder engine mated to a six-speed automatic transmission. A smooth start/stop feature reduces fuel use during idling; we got 30 mpg overall in our tests. The diesel model returned an impressive 41 mpg overall and an outstanding 60 mpg on the highway. The infotainment system features Android Auto and Apple CarPlay, which mirror some of your smartphone icons on the screen. The rear seat is relatively roomy for the class, but the front seats are short on lower-back support. A variety of advanced active safety features are available, but only on the top-trim Premier version.



Base Price: \$16,975-\$25,395

Body Styles: 4-door hatchback; sedan

Trim Lines: L, LS, LT, Premier

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.4-liter 4 turbo (153 hp); 1.6-liter 4 turbodiesel (137 hp)

Transmissions: 6-speed automatic; 9-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	184
Width (in.)	71
Height (in.)	57
Wheelbase (in.)	106
Weight (lb.)	2,915
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	870
Cargo Volume, cu.ft.	15.0
Towing Capacity (lb.)	NR

Fuel

Regular or diesel	
CR overall mpg	30-41

Overall Score	56-57
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	75-77
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Worse than average		

Chevrolet Equinox



The Equinox is one of the roomiest compact SUVs available, and offers the latest infotainment and safety technology. Most versions use a 1.5-liter, turbo four-cylinder, but this engine doesn't make the Equinox particularly swift. The uplevel engine is a muscular 252-hp, turbo four-cylinder mated to a nine-speed automatic. A diesel engine is also available. We found that the Equinox does a good job of absorbing bumps and pavement imperfections, and it also has responsive and secure handling. The cabin is quiet and the controls are straightforward to use, including the MyLink infotainment system. Unfortunately, the interior has a lot of cheap-feeling hard plastic. However, the seats are quite comfortable. Forward-collision warning with low-speed automatic braking, blind-spot warning, and rear cross-traffic warning are available.



Base Price: \$23,580-\$37,230

Body Styles: 4-door SUV

Trim Lines: L, LS, LT, Premier

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 1.5-liter 4 turbo (170 hp); 1.6-liter 4 turbodiesel (136 hp); 2.0-liter 4 turbo (252 hp)

Transmissions: 6-speed automatic; 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	183
Width (in.)	73
Height (in.)	65
Wheelbase (in.)	107
Weight (lb.)	3,540
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	995
Cargo Volume, cu.ft.	32.0
Towing Capacity (lb.)	3,500

Fuel

Regular or diesel	
CR overall mpg.	25

Overall Score	65
Predicted Reliability	
Owner Satisfaction	
Road Test Score	78
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Chevrolet Impala



✓ The Impala is roomy, comfortable, quiet, and enjoyable to drive. It even rides like a luxury sedan, feeling cushy and controlled. Engine choices include a punchy 3.6-liter V6 engine and an adequate 2.5-liter four-cylinder, both paired with a six-speed automatic transmission. In our tests, the V6 returned 22 mpg overall and had good acceleration. Braking is capable, and handling is secure and responsive. The full-featured cabin stays very quiet and has a sumptuous backseat. Controls are intuitive and easy to use, but rear visibility is restricted. Advanced safety features, such as forward-collision warning and automatic emergency braking, are available. Recent updates include the addition of Apple CarPlay capability and wireless cell-phone charging.



Base Price: \$27,500-\$40,915

Body Styles: sedan

Trim Lines: LS, LT, Premier

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 2.5-liter 4 (197 hp); 3.6-liter V6 (305 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	201
Width (in.)	73
Height (in.)	59
Wheelbase (in.)	112
Weight (lb.)	3,855
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	945
Cargo Volume, cu.ft.	19.0
Towing Capacity (lb.)	1,000

Fuel

Regular	
CR overall mpg.	22

Overall Score	86
Predicted Reliability	
Owner Satisfaction	
Road Test Score	91
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Chevrolet Malibu



Swoopy styling and modern powertrains are highlights of Chevrolet's Malibu. The car is competitive among midsize sedans, with a quiet cabin and easy-to-use controls. In tests we found the Malibu to be quiet, with a comfortable ride and responsive handling. Two four-cylinder turbo engines are offered: a 1.5-liter with a six-speed automatic—which got 29 mpg in our tests—and a more powerful and refined 2.0-liter backed by an eight-speed automatic. A hybrid, utilizing some of the Chevrolet Volt's technology, is also available. It got an impressive 41 mpg overall in our tests. Up front is a roomy, comfortable cockpit and an updated version of Chevrolet's MyLink infotainment system. But the cloth seats are a bit short on support. The rear seat is roomy, so long-legged passengers can stretch out.



Base Price: \$21,680–\$30,975

Body Styles: sedan

Trim Lines: Hybrid, L, LS, LT, Premier

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.5-liter 4 turbo (160 hp); 1.8-liter 4 hybrid (182 hp); 2.0-liter 4 turbo (250 hp)

Transmissions: 6-speed automatic; 9-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.) 194
Width (in.) 73
Height (in.) 58
Wheelbase (in.) 112
Weight (lb.) 3,125
% weight front/rear 61/39

Cargo Measurement

Max. Load (lb.) 900
Cargo Volume, cu.ft. 16.0
Towing Capacity (lb.) 1,000

Fuel

Regular
CR overall mpg 29–41

Overall Score	68
Predicted Reliability	1
Owner Satisfaction	1
Road Test Score	79–80
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	1	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	1	⬆
USED CAR VERDICTS	⬆	1	⬆
NEW CAR PREDICTION	Average		1

Chevrolet Silverado 1500



The Silverado and similar GMC Sierra have relatively responsive handling and a roomy cabin that is as quiet as a luxury car's. It's easy to get into the cabin, the controls are simple, and its towing and payload capacities are generous. The 5.3-liter V8 engine in the crew cab we tested returned 16 mpg overall, but the truck feels sluggish. Other available engines are a 4.3-liter V6 and powerful 6.2-liter V8. Some shortcomings include a jittery ride and front seats that aren't as supportive as those in certain competitors. More versions now get the eight-speed automatic, which should improve engine response. Other changes include available automatic emergency braking and the addition of Android Auto and Apple CarPlay. A redesign comes later in the year.



Base Price: \$27,785–\$55,275

Body Styles: crew cab; extended cab; regular cab

Trim Lines: Custom, High Country, LS, LT, LTZ, WT

Drive Wheels: Rear, 4WD

Seating: 3 front, 3 rear

Engines: 4.3-liter V6 (285 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)

Transmissions: 6-speed automatic; 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 230
Width (in.) 80
Height (in.) 74
Wheelbase (in.) 144
Weight (lb.) 5,415
% weight front/rear 59/41

Cargo Measurement

Max. Load (lb.) 1,705
Cargo Volume, cu.ft. NA
Towing Capacity (lb.) 11,200

Fuel

Regular
CR overall mpg 16

Overall Score	57
Predicted Reliability	⬇
Owner Satisfaction	1
Road Test Score	80
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	1	1	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	1	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Worse than average		⬆

Chevrolet Sonic



✓ The Chevrolet Sonic hatchback and sedan possess a relatively comfortable ride and a quiet cabin for a subcompact. Fuel economy of 28 mpg overall is nothing to boast about. Handling is secure but a bit too responsive because of the overly quick steering. The sedan has a large trunk, but the hatchback version offers more utility. Creature comforts such as keyless entry and push-button start, and the optional heated seats and steering wheel, bring some maturity to this subcompact. A 7-inch touch screen is standard and works with Android Auto and Apple CarPlay. On the safety front, forward-collision warning and lane-departure warning are optional, and are welcome additions to the Sonic.



Base Price: \$15,145–\$21,215

Body Styles: 4-door hatchback; sedan

Trim Lines: LS, LT, Premier

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.4-liter 4 turbo (138 hp); 1.8-liter 4 (138 hp)

Transmissions: 6-speed automatic; 5-speed manual; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	174
Width (in.)	.68
Height (in.)	60
Wheelbase (in.)	.99
Weight (lb.)	2,765
% weight front/rear	.62/.38

Cargo Measurement

Max. Load (lb.)	895
Cargo Volume, cu.ft.	15.0
Towing Capacity (lb.)	NR

Fuel

Regular	
CR overall mpg	28

Overall Score	63
Predicted Reliability	1
Owner Satisfaction	2
Road Test Score	66
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	2	*	*
Engine Minor	2	*	*
Engine Cooling	2	*	*
Transmission Major	2	*	*
Transmission Minor	2	*	*
Drive System	2	*	*
Fuel System	1	*	*
Electrical	2	*	*
Climate System	2	*	*
Suspension	1	*	*
Brakes	2	*	*
Exhaust	1	*	*
Paint/Trim	2	*	*
Noises/Leaks	2	*	*
Body Hardware	2	*	*
Power Equipment	2	*	*
In-Car Electronics	2	*	*

USED CAR VERDICTS	1		
NEW CAR PREDICTION	Average		1

Chevrolet Spark



Urban dwellers will appreciate the Spark's small dimensions when looking for a parking space. But this rudimentary, bare-bones run-about doesn't offer much else. Power comes from a 98-hp, 1.4-liter four-cylinder engine that delivers leisurely acceleration along with plenty of engine drone. Yet the Spark isn't very frugal at just 33 mpg overall. Handling is very responsive, but the overly sensitive steering makes the Spark a bit too responsive at highway speeds, and the ride is unyieldingly stiff. Inside, the driver has a commanding view out. But the rear seat is very tight and is best for just two occupants. The MyLink infotainment system has a 7-inch color display, making the Spark up-to-date on the connectivity front. Other available features include forward-collision warning and lane-departure warning.



Base Price: \$13,000–\$17,425

Body Styles: 4-door hatchback

Trim Lines: 1LT, 2LT, ACTIV, LS

Drive Wheels: Front

Seating: 2 front, 2 rear

Engines: 1.4-liter 4 (98 hp)

Transmissions: 5-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	143
Width (in.)	.63
Height (in.)	.58
Wheelbase (in.)	.94
Weight (lb.)	2,280
% weight front/rear	.64/.36

Cargo Measurement

Max. Load (lb.)	660
Cargo Volume, cu.ft.	11.0
Towing Capacity (lb.)	NR

Fuel

Regular	
CR overall mpg	33

Overall Score	47
Predicted Reliability	1
Owner Satisfaction	1
Road Test Score	47
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS			
NEW CAR PREDICTION	Average		1

Chevrolet Suburban



If you need space for seven or more people, all their stuff, and towing capacity to boot, few SUVs other than the Suburban will do. This behemoth has a sumptuous and quiet interior, power-folding second- and third-row seats, and available blind-spot monitoring and cross-traffic alert. Beyond that, it's pretty much your standard hauler, with a 5.3-liter V8 engine mated to a six-speed automatic transmission and a respectable 16 mpg overall. The touch-screen infotainment system is easy to use, and the magnetic ride suspension on the Premier trim improves ride comfort and handling response and capability. Recent updates include available lane-keeping assist, plus Apple CarPlay.



Base Price: \$50,150–\$67,830
Body Styles: 4-door SUV
Trim Lines: LS, LT, Premier
Drive Wheels: Rear, 4WD
Seating: 3 front, 3 rear, 3 third
Engines: 5.3-liter V8 (355 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 224
 Width (in.) 81
 Height (in.) 74
 Wheelbase (in.) 130
 Weight (lb.) 5,945
 % weight front/rear 52/48

Cargo Measurement

Max. Load (lb.) 1,455
 Cargo Volume, cu.ft. 62.5
 Towing Capacity (lb.) 8,000

Fuel

Regular
 CR overall mpg 16

Overall Score	53
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	74
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬆️	⬆️	*
USED CAR VERDICTS	⬆️	⬆️	
NEW CAR PREDICTION	Much worse than average ⬇️		

Chevrolet Tahoe



The Tahoe has a luxurious and quiet interior, but the ride is too stiff and the third-row seat is tight. In addition, the 5.3-liter V8 engine and six-speed automatic transmission combine to form a lackluster powertrain that returned 16 mpg overall. The touch-screen infotainment system is easy to use, and the front seats are very comfortable. The Magnetic Ride Control suspension on the Premier trim improves ride comfort, as well as handling response and capability. Properly equipped versions can tow 8,500 pounds. But if towing isn't your main concern, car-based SUVs drive better and are roomier. Lane-keeping assist is now available, joining the already-available blind-spot monitoring and cross-traffic alert systems. A 6.2-liter V8, paired with a 10-speed automatic transmission, is available on the new RST version.



Base Price: \$47,500–\$70,650
Body Styles: 4-door SUV
Trim Lines: LS, LT, Premier
Drive Wheels: Rear, 4WD
Seating: 3 front, 3 rear, 3 third
Engines: 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)
Transmissions: 6-speed automatic; 10-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 204
 Width (in.) 81
 Height (in.) 74
 Wheelbase (in.) 116
 Weight (lb.) 5,635
 % weight front/rear 52/48

Cargo Measurement

Max. Load (lb.) 1,580
 Cargo Volume, cu.ft. 47.5
 Towing Capacity (lb.) 8,300

Fuel

Regular
 CR overall mpg 16

Overall Score	53
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	67
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Worse than average ⬆️		



Chevrolet Traverse



Chevrolet's redesigned Traverse has a quiet interior, a very comfortable ride, and responsive handling, making it a viable alternative to full-sized SUVs such as the Suburban. It's also a competent challenger to established three-row SUVs. The 3.6-liter V6 engine supplies ample power and quick acceleration, and gets 20 mpg overall. Front and second-row captain's seats are comfortable, and the third row is roomy. An eight-passenger configuration is available. The infotainment system is intuitive. The manual sunroof shades are out of place in the \$50,000 Premier trim. Only the top trims have forward-collision warning and automatic emergency braking. Standard safety functions include a safety-focused teen driver feature and rear-seat reminder designed to prevent a small child from being left unattended in the Traverse.



Overall Score	67
Predicted Reliability	
Owner Satisfaction	
Road Test Score	95
Crash Prevention	Opt.

Base Price: \$29,930–\$52,050

Body Styles: 4-door SUV

Trim Lines: High Country, L, LS, LT, Premier, RS

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear, 3 third

Engines: 2.0-liter 4 turbo (257 hp); 3.6-liter V6 (310 hp)

Transmissions: 9-speed automatic

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions

Length (in.)	204
Width (in.)	79
Height (in.)	71
Wheelbase (in.)	121
Weight (lb.)	4,695
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	1,450
Cargo Volume, cu.ft.	54.5
Towing Capacity (lb.)	5,000

Fuel

Regular	
CR overall mpg	20

Chevrolet Trax



This bite-sized crossover, essentially a stripped-down Buick Encore, is an ambitiously priced budget model. Available in front- or all-wheel drive, the Trax has a 1.4-liter, turbo four-cylinder engine and six-speed automatic transmission, a combination that didn't deliver either impressive performance or particularly frugal fuel economy. The cabin is narrow, cramped, and overall basic, with just a few niceties. The pronounced engine noise and stiff ride don't add to the experience, nor does the occasionally bumpy transmission. The Trax features the next-generation versions of OnStar and MyLink infotainment systems. At \$26,000-plus, our Trax LT AWD test car cost as much as larger, more substantial SUVs, such as the Subaru Forester.



Overall Score	56
Predicted Reliability	
Owner Satisfaction	
Road Test Score	55
Crash Prevention	Opt.

Base Price: \$21,000–\$27,600

Body Styles: 4-door SUV

Trim Lines: LS, LT, Premier

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 1.4-liter 4 turbo (138 hp)

Transmissions: 6-speed automatic

Reliability History			
Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions

Length (in.)	167
Width (in.)	70
Height (in.)	66
Wheelbase (in.)	101
Weight (lb.)	3,255
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	945
Cargo Volume, cu.ft.	26.0
Towing Capacity (lb.)	NR

Fuel

Regular	
CR overall mpg	25

Chevrolet Volt



GM's second-generation electric car with a backup gas engine is much improved. It is quicker and quieter, rides more comfortably, and has easier-to-use controls. It can run on electricity for only 50 miles, at which point the engine kicks in to extend the range. It takes 4.5 hours to recharge the car using a 240-volt connection. We got 38 mpg in gas mode. This 1.5-liter engine acts as a generator, which eliminates the range anxiety common to electric-only vehicles. Visibility remains limited, and the rear seat is cramped and awkward to get into. However, the infotainment system is among the best. The Volt's tepid heat makes the heated seats and steering wheel must-have features.



Base Price: \$33,220-\$37,570
Body Styles: 4-door hatchback
Trim Lines: LT, Premier
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 electric (149 hp)
Transmissions: 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.)180
 Width (in.)71
 Height (in.)56
 Wheelbase (in.)106
 Weight (lb.)3,520
 % weight front/rear60/40

Cargo Measurement

Max. Load (lb.)750
 Cargo Volume, cu.ft.11.0
 Towing Capacity (lb.)NR

Fuel

Regular
 CR overall mpg105

Overall Score	59
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	70
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Worse than average ⬆️		

Chrysler 300



Chrysler's roomy and luxurious 300 is one of the best large sedans on the market. Inside, you'll find plenty of space for five adults, along with comfortable seats and attractive trim. The 5.7-liter V8 is punchy but thirsty. We prefer the 3.6-liter V6, which is plenty powerful and got a good 22 mpg overall in our tests. Both engines use a smooth eight-speed automatic transmission. All-wheel drive is optional. The 300's stately ride, responsive handling, and quiet cabin make it feel like a true luxury car at thousands less than what luxury brands charge. The UConnect infotainment system is one of the best in the industry. The last freshening added a rotating gearshift knob, a big driver-info screen in the gauge cluster, and a host of modern safety gear.



Base Price: \$32,340-\$45,270
Body Styles: sedan
Trim Lines: C, Limited, S, Touring, Touring L
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (292 hp); 3.6-liter V6 (300 hp); 5.7-liter V8 (363 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)199
 Width (in.)75
 Height (in.)58
 Wheelbase (in.)120
 Weight (lb.)4,095
 % weight front/rear52/48

Cargo Measurement

Max. Load (lb.)865
 Cargo Volume, cu.ft.16.0
 Towing Capacity (lb.)1,000

Fuel

Regular
 CR overall mpg20-22

Overall Score	65-66
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	83-84
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬆️	⬆️	*
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Worse than average ⬆️		

Chrysler Pacifica



✓ The Pacifica is much better than the Chrysler Town & Country minivan it replaced. The new van is offered in seven- and eight-passenger configurations and retains the handy fold-into-the-floor second-row seats. But these seats have limited thigh support. The 3.6-liter V6 engine, paired with a nine-speed automatic transmission, provides ample power and gets an impressive 21 mpg overall. Handling is responsive, the ride is comfortable, and the cabin is quiet. A plug-in hybrid version is available with an electric range of about 30 miles. The latest version of the UConnect touch-screen system is intuitive and easy to master. High-end versions of the Pacifica feature individual screens, with built-in games, for the rear passengers.



Base Price: \$28,995–\$44,995

Body Styles: minivan

Trim Lines: Hybrid Platinum, Hybrid Premium, Limited, LX, Touring, Touring L, Touring L Plus, Touring Plus

Drive Wheels: Front

Seating: 2 front, 3 rear, 3 third

Engines: 3.6-liter V6 hybrid (248 hp); 3.6-liter V6 (287 hp)

Transmissions: 9-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.)..... 204
Width (in.)..... 80
Height (in.)..... 70
Wheelbase (in.)..... 122
Weight (lb.)..... 4,535
% weight front/rear..... 56/44

Cargo Measurement

Max. Load (lb.)..... 1,300
Cargo Volume, cu.ft..... 66.0
Towing Capacity (lb.)..... 3,600

Fuel

Regular
CR overall mpg..... 21-27

Overall Score	74-76
Predicted Reliability	1
Owner Satisfaction	4
Road Test Score	85-88
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			4
Engine Minor			4
Engine Cooling			4
Transmission Major			4
Transmission Minor			4
Drive System			4
Fuel System			4
Electrical			4
Climate System			4
Suspension			4
Brakes			4
Exhaust			4
Paint/Trim			4
Noises/Leaks			4
Body Hardware			4
Power Equipment			4
In-Car Electronics			1
USED CAR VERDICTS			1
NEW CAR PREDICTION			1

Dodge Challenger



The look may be old school, yet the Challenger is a modern, thrilling barnstormer. It's too heavy and wide for pinpoint handling on narrow roads, but it's balanced and enjoyable on an open track. Its V8 sound is heartwarming. Ride comfort, noise isolation, and the stiff shifter and clutch detract, and the view out to any direction is dreadful. The rear seat is relatively roomy, but getting in and out is awkward. Performance packages include a 485-hp, 6.4-liter V8; a 707-hp, 6.2-liter supercharged V8 in the Hellcat; and a 808-hp, 6.2-liter V8 in the Demon. A six-speed manual and an eight-speed automatic are available. We prefer the 5.7-liter V8 over the base V6. Safety tech includes blind-spot warning, rear cross-traffic warning, and forward-collision warning. A GT trim, with all-wheel drive and a V6 engine, is also available.



Base Price: \$26,995–\$83,295

Body Styles: coupe

Trim Lines: 392, GT, R/T, SRT, SRT Demon, SRT Hellcat, SXT, T/A

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 3.6-liter V6 (305 hp); 5.7-liter V8 (375 hp); 6.2-liter V8 supercharged (707 hp); 6.2-liter V8 supercharged (808 hp); 6.4-liter V8 (485 hp)

Transmissions: 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)..... 198
Width (in.)..... 76
Height (in.)..... 57
Wheelbase (in.)..... 116
Weight (lb.)..... 4,190
% weight front/rear..... 54/46

Cargo Measurement

Max. Load (lb.)..... 865
Cargo Volume, cu.ft..... 16.0
Towing Capacity (lb.)..... 1,000

Fuel

Regular or premium
CR overall mpg..... 20

Overall Score	51
Predicted Reliability	2
Owner Satisfaction	4
Road Test Score	70
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	4	2	*
Engine Minor	4	4	*
Engine Cooling	4	4	*
Transmission Major	4	4	*
Transmission Minor	4	4	*
Drive System	2	4	*
Fuel System	4	2	*
Electrical	4	4	*
Climate System	4	4	*
Suspension	4	4	*
Brakes	2	2	*
Exhaust	4	4	*
Paint/Trim	4	2	*
Noises/Leaks	4	4	*
Body Hardware	4	2	*
Power Equipment	4	4	*
In-Car Electronics	2	2	*
USED CAR VERDICTS	2	2	*
NEW CAR PREDICTION	2	2	*

Dodge Charger



Like its cousin, the Chrysler 300, the Charger is a big, comfortable cruiser with an array of sophisticated technology on tap. It delivers a comfortable ride, and the quiet cabin is well-equipped, making the Charger a bargain luxury sedan. The 3.6-liter V6 and eight-speed automatic work well, and the 370-hp, 5.7-liter Hemi V8 packs more punch at the expense of fuel economy. The power-mad can have a 485-hp 6.4-liter or the Hellcat's 707-hp, supercharged V8. All-wheel drive is optional on mainstream versions. Automatic emergency braking and lane-keeping assist are available. The well-designed UConnect touch-screen infotainment system is optional.



Base Price: \$27,995-\$65,945

Body Styles: sedan

Trim Lines: Daytona, GT, R/T, SRT, SRT Hellcat, SXT

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 3.6-liter V6 (292 hp); 3.6-liter V6 (300 hp); 5.7-liter V8 (370 hp); 6.2-liter V8 supercharged (707 hp); 6.4-liter V8 (485 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 198
Width (in.) 75
Height (in.) 58
Wheelbase (in.) 120
Weight (lb.) 4,335
% weight front/rear 54/46

Cargo Measurement

Max. Load (lb.) 865
Cargo Volume, cu.ft. 16.0
Towing Capacity (lb.) 1,000

Fuel

Regular or premium
CR overall mpg 20-22

Overall Score	63-65
Predicted Reliability	⬇
Owner Satisfaction	⬆
Road Test Score	82-85
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	*
Engine Minor	⬆	⬆	*
Engine Cooling	⬆	⬆	*
Transmission Major	⬆	⬆	*
Transmission Minor	⬆	⬆	*
Drive System	⬇	⬇	*
Fuel System	⬆	⬆	*
Electrical	⬆	⬆	*
Climate System	⬆	⬆	*
Suspension	⬆	⬆	*
Brakes	⬇	⬆	*
Exhaust	⬆	⬆	*
Paint/Trim	⬆	⬆	*
Noises/Leaks	⬆	⬆	*
Body Hardware	⬆	⬆	*
Power Equipment	⬆	⬆	*
In-Car Electronics	⬆	⬆	*
USED CAR VERDICTS	⬇	⬆	
NEW CAR PREDICTION	Worse than average ⬇		

Dodge Durango



Spacious, quiet, and comfortable, the Durango impressively blends work-horse utility with ample creature comforts. It shares its platform with the Jeep Grand Cherokee but is longer and adds a third-row seat. Handling is responsive. The ride is composed and comfortable, making the Durango feel sophisticated and substantial. The slick eight-speed automatic helps make for smooth and prompt power delivery. Most buyers will be satisfied with the V6 engine. The optional UConnect 8.4-inch infotainment system is one of the best, with intuitive operation. Cargo room is generous, and the Durango can tow 1,000 to 2,000 pounds more than competitors can tow. Limited visibility is a downside. An SRT version with 475-hp, 6.4-liter V8 is new for 2018.



Base Price: \$29,995-\$62,995

Body Styles: 4-door SUV

Trim Lines: Citadel, GT, R/T, SRT, SXT

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear, 2 third

Engines: 3.6-liter V6 (295 hp); 5.7-liter V8 (360 hp); 6.4-liter V8 (475 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 200
Width (in.) 76
Height (in.) 71
Wheelbase (in.) 120
Weight (lb.) 5,105
% weight front/rear 50/50

Cargo Measurement

Max. Load (lb.) 1,200
Cargo Volume, cu.ft. 44.0
Towing Capacity (lb.) 6,200

Fuel

Regular
CR overall mpg 18

Overall Score	65
Predicted Reliability	⬇
Owner Satisfaction	⬆
Road Test Score	83
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬇
Suspension	⬆	⬆	⬆
Brakes	⬆	⬇	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬇	⬆	⬇
USED CAR VERDICTS	⬆	⬇	⬇
NEW CAR PREDICTION	Worse than average ⬇		

Dodge Journey



On paper, the midsize Journey SUV may sound compelling, but in our tests we found that it has a confining interior and lacks agility, and the V6 delivers the worst fuel economy in its class. Added to that, it suffers from poor performance in the IIHS small-overlap frontal crash test. But the Journey rides well, the cabin is relatively quiet, and it offers a third-row seat, albeit one that is snug and best for children. The Journey is late in its model run, with discounts commonplace. But don't be tempted. This low-rated model is a poor value anywhere—even at the airport rental lot.



Base Price: \$21,195–\$33,895

Body Styles: 4-door SUV

Trim Lines: Crossroad, GT, SE, SXT

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear, 2 third

Engines: 2.4-liter 4 (173 hp); 3.6-liter V6 (283 hp)

Transmissions: 4-speed automatic; 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 192
Width (in.) 72
Height (in.) 68
Wheelbase (in.) 114
Weight (lb.) 4,410
% weight front/rear 55/45

Cargo Measurement

Max. Load (lb.) 1,165
Cargo Volume, cu.ft. 37.0
Towing Capacity (lb.) 2,500

Fuel

Regular
CR overall mpg 16

Overall Score	41
Predicted Reliability	
Owner Satisfaction	
Road Test Score	64
Crash Prevention	NA

Reliability History			
Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Fiat 124



The Fiat 124 Spider is essentially a rebadged Mazda Miata, but it's powered by a 160-hp, 1.4-liter turbo four-cylinder from the Fiat stable and gets its own exterior styling. Like the Miata, it can be paired with a six-speed manual or six-speed automatic transmission. Though that's a smaller engine than the Mazda's nonturbo 2.0-liter, the Fiat produces more readily available power. The Fiat has more comfortable seats than the Miata. Different suspension tuning lets the 124 corner with slightly less body lean. But the ride is jumpy over some uneven surfaces and the cabin is very noisy, even with the top up. It takes some time to get used to the Mazda-sourced controls. The sportier Abarth version features more-responsive handling. Like with the Miata, opening and closing the manual top is a breeze. The two-seater cabin is very tight.



Base Price: \$24,995–\$28,195

Body Styles: convertible

Trim Lines: Abarth, Classica, Lusso

Drive Wheels: Rear

Seating: 2 front

Engines: 1.4-liter 4 turbo (160 hp); 1.4-liter 4 turbo (164 hp)

Transmissions: 6-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.) 160
Width (in.) 69
Height (in.) 49
Wheelbase (in.) 91
Weight (lb.) 2,450
% weight front/rear 54/46

Cargo Measurement

Max. Load (lb.) 340
Cargo Volume, cu.ft. 5.0
Towing Capacity (lb.) NR

Fuel

Premium
CR overall mpg 31

Overall Score	52
Predicted Reliability	
Owner Satisfaction	
Road Test Score	76
Crash Prevention	NA

Reliability History			
Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Fiat 500



The 500's alert handling, free-revving engine, and crisp-shifting manual make it engaging to drive. For 2018 the standard engine is the 135-hp, 1.4-liter turbo four-cylinder, which provides decent performance. On all versions the ride is choppy and the cabin is noisy. Headroom up front is good, but some will find the narrow cockpit and driving position awkward: The steering wheel doesn't adjust for reach, so it is often too far away, forcing drivers to sit uncomfortably close. We found the tight rear seats difficult to access, and the cargo area is minuscule. The convertible top can be pulled back like a sunroof or fully dropped. The sporty Abarth's 160-hp engine makes it quick and the car grips the road well, while the electric 500e is enjoyable for its silence and efficiency. The 500 hatchback scored a Poor in the IIHS small-overlap crash test.



Base Price: \$14,995–\$32,995

Body Styles: 2-door hatchback; convertible

Trim Lines: Abarth, e, Lounge, Pop

Drive Wheels: Front

Seating: 2 front, 2 rear

Engines: Electric (111 hp); 1.4-liter 4 turbo (135 hp); 1.4-liter 4 turbo (160 hp)

Transmissions: 6-speed automatic; 5-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	144
Width (in.)	64
Height (in.)	59
Wheelbase (in.)	91
Weight (lb.)	2,565
% weight front/rear	.64/.36

Cargo Measurement

Max. Load (lb.)	700
Cargo Volume, cu.ft.	10.0
Towing Capacity (lb.)	NR

Fuel

Regular or premium or electric	
CR overall mpg.	28

Overall Score	45
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	66
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	*	*
Engine Minor	⬇️	*	*
Engine Cooling	⬆️	*	*
Transmission Major	⬆️	*	*
Transmission Minor	⬆️	*	*
Drive System	⬇️	*	*
Fuel System	⬆️	*	*
Electrical	⬇️	*	*
Climate System	⬆️	*	*
Suspension	⬇️	*	*
Brakes	⬇️	*	*
Exhaust	⬆️	*	*
Paint/Trim	⬆️	*	*
Noises/Leaks	⬆️	*	*
Body Hardware	⬇️	*	*
Power Equipment	⬇️	*	*
In-Car Electronics	⬇️	*	*

USED CAR VERDICTS

NEW CAR PREDICTION	⬇️	Much worse than average	⬇️
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Fiat 500L



This Italian confection feels undercooked and has several significant flaws. It earned a dismal road-test score, thanks in part to a stiff ride, flat seats, and an upright driving position, similar to sitting in an office chair. The 500L also scored a Poor in the IIHS small-overlap frontal test. To its credit, this quasi-wagon responds eagerly in corners and handles securely at its limit, and provides impressive interior space for its size, along with good visibility, super-easy cabin access, and a commendable 27 mpg overall from the 1.4-liter turbo engine. Fortunately, Fiat has dropped the dual-clutch transmission we tested and now equips the 500L with a conventional six-speed automatic. Alas, the 500L is too undeveloped, and its several significant flaws result in it having among the lowest overall and road-test scores in our ratings.



Base Price: \$20,995–\$23,695

Body Styles: 4-door hatchback

Trim Lines: Lounge, Pop, Trekking

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.4-liter 4 turbo (160 hp)

Transmissions: 6-speed automatic

Overall Score	30
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	50
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Facts & Figures

Exterior Dimensions

Length (in.)	167
Width (in.)	70
Height (in.)	66
Wheelbase (in.)	103
Weight (lb.)	3,330
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	860
Cargo Volume, cu.ft.	22.5
Towing Capacity (lb.)	NR

Fuel

Premium	
CR overall mpg.	27

USED CAR VERDICTS

NEW CAR PREDICTION	⬇️	Much worse than average	⬇️
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Fiat 500X



With its adorable styling you almost want to hug the 500X. But the more time you spend with it, the more its appeal wanes, thanks to its stiff ride, noisy cabin, restricted visibility, annoying vibration when idling, and unsupportive seats. Styled like a burlier Fiat 500, the X is a sister vehicle to the Jeep Renegade, and it shares some of the same virtues and weaknesses. Both models offer two four-cylinder engines: a 160-hp, 1.4-liter turbo and a 180-hp 2.4-liter. Both are mated to a nine-speed automatic that is neither smooth nor responsive. Fuel economy, at 23 mpg overall, is unimpressive for a vehicle this size. The interior has some flair, and there are a number of available features, such as automatic emergency braking, blind-spot warning, and heated seats.



Base Price: \$19,995–\$27,050

Body Styles: 4-door SUV

Trim Lines: Lounge, Pop, Trekking

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 1.4-liter 4 turbo (160 hp);

2.4-liter 4 (180 hp)

Transmissions: 9-speed automatic;
6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	167
Width (in.)	71
Height (in.)	64
Wheelbase (in.)	101
Weight (lb.)	3,280
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	1,080
Cargo Volume, cu.ft.	19.5
Towing Capacity (lb.)	NR

Fuel

Regular	
CR overall mpg	23

Overall Score	35
Predicted Reliability	
Owner Satisfaction	
Road Test Score	50
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION	Much worse than average		

Ford C-MAX



Based on the compact Focus sedan, the five-passenger C-Max hybrid is a clever, quiet, spacious, and practical hatchback. It rides well and handles capably. The regenerative braking system recharges the battery when slowing the car, helping with fuel economy. But the system makes the brake pedal feel very grabby. The 2.0-liter four-cylinder and electric motor deliver adequate acceleration and seamless transitions between gas and electric power, and the C-Max can run in electric mode up to about 40 mph. We measured an excellent 37 mpg overall with the standard hybrid. Ford's easy-to-use Sync 3 infotainment system is available. The Energi plug-in version was dropped for 2018.



Base Price: \$24,175–\$30,120

Body Styles: wagon

Trim Lines: Hybrid SE, Hybrid

Titanium

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 hybrid (188 hp)

Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.)	174
Width (in.)	72
Height (in.)	64
Wheelbase (in.)	104
Weight (lb.)	3,615
% weight front/rear	58/42

Cargo Measurement

Max. Load (lb.)	825
Cargo Volume, cu.ft.	28.0
Towing Capacity (lb.)	NR

Fuel

Regular	
CR overall mpg	37

Overall Score	75
Predicted Reliability	
Owner Satisfaction	
Road Test Score	77
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

USED CAR VERDICTS

NEW CAR PREDICTION	Better than average		

Ford EcoSport



The new Ford Fiesta-based EcoSport jumps into the subcompact crossover market, featuring a tall stance and a side-hinged rear hatch door. The EcoSport offers a choice of two engines: A 1.0-liter turbo-charged three-cylinder on front-wheel-drive versions, and a 2.0-liter four-cylinder with all-wheel drive. A six-speed automatic transmission is standard. Acceleration is rather tepid, even with the 2.0-liter, which is a bit buzzy. While nimble in the corners and fun to drive, the ride is stiff and busy. The EcoSport features Ford's Sync 3 infotainment system with an eight-inch screen atop the center dash. It has Android Auto and Apple CarPlay capability. Blind-spot warning with cross-traffic warning is offered on higher trims, but neither forward-collision warning nor automatic emergency braking are available.



Base Price: \$19,995-\$26,740
Body Styles: 4-door SUV
Trim Lines: S, SE, SES, Titanium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.0-liter 3 turbo (123 hp); 2.0-liter 4 (166 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....161
 Width (in.).....70
 Height (in.).....65
 Wheelbase (in.).....99
 Weight (lb.).....3,390
 % weight front/rear.....59/41

Cargo Measurement

Max. Load (lb.).....825
 Cargo Volume, cu.ft.....NA
 Towing Capacity (lb.).....2,000

Fuel

Regular
 EPA combined mpg.....25

Overall Score	NA
Predicted Reliability	I
Owner Satisfaction	^
Road Test Score	NA
Crash Prevention	NA

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average I		

Ford Edge



✓ The Edge carries itself like a pricier European SUV. Based on the commendable Fusion sedan, the Edge delivers a steady, comfortable ride and confident handling, which make it fun to drive. The 2.0-liter, turbo four-cylinder gets 21 mpg and is more pleasant than the 3.5-liter V6. A twin-turbo, 2.7-liter V6 is offered on the Sport trim. All use a smooth six-speed automatic transmission. Front- and all-wheel-drive versions are available. The quiet cabin wouldn't be out of place in a luxury car. The roomy interior provides comfortable quarters, front and rear, and cargo space is generous. Ford's Sync 3 infotainment system is comprehensive and easy to use. Safety options include blind-spot warning, rear cross-traffic warning, and front and rear cameras. A refreshed Edge with an eight-speed automatic transmission arrives soon.



Base Price: \$28,950-\$40,900
Body Styles: 4-door SUV
Trim Lines: SE, SEL, Sport, Titanium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (245 hp); 2.7-liter V6 turbo (315 hp); 3.5-liter V6 (280 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....188
 Width (in.).....76
 Height (in.).....69
 Wheelbase (in.).....112
 Weight (lb.).....4,205
 % weight front/rear.....58/42

Cargo Measurement

Max. Load (lb.).....935
 Cargo Volume, cu.ft.....39.0
 Towing Capacity (lb.).....3,500

Fuel

Regular
 CR overall mpg.....21

Overall Score	71
Predicted Reliability	I
Owner Satisfaction	I
Road Test Score	84
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	^	^	^
Engine Minor	I	^	^
Engine Cooling	^	^	^
Transmission Major	^	^	^
Transmission Minor	^	^	^
Drive System	^	^	^
Fuel System	^	^	^
Electrical	^	^	^
Climate System	^	^	^
Suspension	^	^	^
Brakes	^	^	^
Exhaust	^	^	^
Paint/Trim	^	^	^
Noises/Leaks	I	^	^
Body Hardware	^	^	^
Power Equipment	^	I	^
In-Car Electronics	^	I	^
USED CAR VERDICTS	^	I	^
NEW CAR PREDICTION	Average I		

Ford Escape



✓ The Ford Escape has 1.5- and 2.0-liter turbocharged engines with a start/stop system. Unfortunately, fuel economy isn't great with the 1.5-liter, at just 23 mpg overall, and when the engine shuts off at idle the A/C weakens. The fleet-footed Escape has impressive handling prowess, which makes it one of the sportiest models in the small-SUV class. It also has a taut, controlled ride and a quiet interior, but the rear seat is a bit low and the cushion is short. The impressive Sync 3 system is standard. One new feature is Sync Connect, a smartphone app that allows owners to use their cell phone to lock and unlock their Escape, remotely start the engine, and track the vehicle location via GPS. Advanced safety features such as forward-collision warning are optional.



Base Price: \$23,750-\$31,000
Body Styles: 4-door SUV
Trim Lines: S, SE, SEL, Titanium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (179 hp); 2.0-liter 4 turbo (245 hp); 2.5-liter 4 (168 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....178
 Width (in.).....72
 Height (in.).....66
 Wheelbase (in.).....106
 Weight (lb.).....3,695
 % weight front/rear.....58/42

Cargo Measurement

Max. Load (lb.).....825
 Cargo Volume, cu.ft.....34.0
 Towing Capacity (lb.).....2,000

Fuel

Regular
 CR overall mpg.....23

Overall Score	69
Predicted Reliability	↓
Owner Satisfaction	↓
Road Test Score	75
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	↑	↑	↑
Engine Minor	↑	↑	↑
Engine Cooling	↑	↑	↑
Transmission Major	↑	↑	↑
Transmission Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↑	↑
Suspension	↑	↑	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↓	↓	↑
Body Hardware	↑	↑	↑
Power Equipment	↑	↑	↑
In-Car Electronics	↑	↓	↓
USED CAR VERDICTS	↓	↓	↓
NEW CAR PREDICTION	Average		
	↓		

Ford Expedition



The redesigned 2018 Expedition full-sized SUV shaves more than 200 pounds off its predecessor's weight to bolster efficiency and performance, while piling on new comfort, convenience, and safety features. The 3.5-liter, turbocharged V6 engine is mated to a 10-speed automatic transmission and provides effortless motivation. Handling is rather ungainly, and the ride is a bit stiff. The modern cabin provides seating for eight, with a third-row seat that is truly suitable for adults. Both the second- and third-row seats can be folded flat with a button push. Available safety features use both camera and radar technology, and they include automatic braking, lane-keeping assist, active cruise control, and blind-spot monitors that can see all the way to a trailer's flanks. The extended-length version is now called MAX.



Base Price: \$51,695-\$78,545
Body Styles: 4-door SUV; extended SUV
Trim Lines: Limited, MAX Limited, MAX Platinum, MAX XLT, Platinum, XLT
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear, 3 third
Engines: 3.5-liter V6 turbo (375 hp); 3.5-liter V6 turbo (400 hp)
Transmissions: 10-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....222
 Width (in.).....82
 Height (in.).....76
 Wheelbase (in.).....131
 Weight (lb.).....6,035
 % weight front/rear.....50/50

Cargo Measurement

Max. Load (lb.).....1,510
 Cargo Volume, cu.ft.....66.0
 Towing Capacity (lb.).....9,300

Fuel

Regular or premium
 CR overall mpg.....16

Overall Score	65
Predicted Reliability	↓
Owner Satisfaction	↑
Road Test Score	73
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	↑	↑	↑
Engine Minor	↑	↑	↑
Engine Cooling	↑	↑	↑
Transmission Major	↑	↑	↑
Transmission Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↑	↑
Suspension	↓	↑	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↓	↑	↑
Noises/Leaks	↑	↑	↑
Body Hardware	↑	↑	↑
Power Equipment	↑	↑	↑
In-Car Electronics	↓	↓	↑
USED CAR VERDICTS	↓	↑	↑
NEW CAR PREDICTION	Average		
	↓		

Ford Explorer



Though it's roomy and quiet, and has a livable third-row seat, the Explorer trails the competition. Handling is ungainly, the ride is not entirely settled, and the nonturbo V6 powertrain is unrefined. The Sport version gets a turbocharged V6 that is quieter and makes the Explorer quicker. Ford's three-row SUV offers a more fuel-efficient 2.3-liter, turbo four-cylinder engine. The top-shelf Platinum trim level is quite luxurious. The front and rear 180-degree cameras have a wash function to keep the lens clean. The Explorer offers a number of optional safety features, including forward-collision warning, blind-spot warning, and lane-keeping assist. The Sync 3 infotainment system is more user-friendly than the previous MyFord Touch.



Base Price: \$31,990–\$53,940
Body Styles: 4-door SUV
Trim Lines: Base, Limited, Platinum, Sport, XLT
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.3-liter 4 turbo (280 hp); 3.5-liter V6 (290 hp); 3.5-liter V6 turbo (365 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)198
 Width (in.)79
 Height (in.)70
 Wheelbase (in.)113
 Weight (lb.)4,780
 % weight front/rear54/46

Cargo Measurement

Max. Load (lb.)1,280
 Cargo Volume, cu.ft.42.0
 Towing Capacity (lb.)5,000

Fuel

Regular
 CR overall mpg18

Overall Score	59
Predicted Reliability	I
Owner Satisfaction	I
Road Test Score	71
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	I	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	I	⬆
In-Car Electronics	⬆	⬆	I
USED CAR VERDICTS	I	⬆	⬆
NEW CAR PREDICTION	Average I		

Ford F-150



✓ Ford's big-selling pickup truck has an all-aluminum body, which saves about 700 pounds over its steel-bodied predecessor. Engine choices include a new 3.3-liter V6, 2.7- and 3.5-liter turbo V6s, and a 5.0-liter V8. For 2018, the 2.7-liter and 3.5-liter turbo V6s and the V8 are teamed with a 10-speed automatic transmission. Both turbo V6s are quiet and effortless, lending themselves to towing. Fuel economy is commendable. In our tests the 2.7 got 19 mpg overall. The 2.7 is also surprisingly quick from 0 to 60 mph. The cabin is very quiet, but the ride is stiff and jittery. Handling is ponderous but ultimately secure. We recommend getting the optional Sync 3 infotainment system. The 2018 truck also gets pre-collision assist with pedestrian detection and adaptive cruise control. Diesel and hybrid versions are on the horizon.



Base Price: \$27,380–\$63,945
Body Styles: crew cab; extended cab; regular cab
Trim Lines: King Ranch, Lariat, Limited, Platinum, Raptor, XL, XLT
Drive Wheels: Rear, 4WD
Seating: 3 front, 3 rear
Engines: 2.7-liter V6 turbo (325 hp); 3.0-liter V6 turbodiesel (250 hp); 3.3-liter V6 (290 hp); 3.5-liter V6 turbo (375 hp); 3.5-liter V6 turbo (450 hp); 5.0-liter V8 (395 hp)
Transmissions: 6-speed automatic; 10-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)232
 Width (in.)80
 Height (in.)77
 Wheelbase (in.)145
 Weight (lb.)5,065
 % weight front/rear60/40

Cargo Measurement

Max. Load (lb.)1,515
 Cargo Volume, cu.ft.NA
 Towing Capacity (lb.)7,600

Fuel

Regular or diesel
 CR overall mpg19

Overall Score	72
Predicted Reliability	I
Owner Satisfaction	⬆
Road Test Score	81
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	I	⬆	⬆
Body Hardware	⬆	⬆	I
Power Equipment	⬆	⬆	⬆
In-Car Electronics	I	I	⬆
USED CAR VERDICTS	I	I	⬆
NEW CAR PREDICTION	Average I		

Ford Fiesta



This subcompact has agile handling that makes it fun to drive, and a controlled ride, thanks to a suspension that soaks up most bumps and ruts. Interior fit and finish and equipment levels are among the best of the class, and the cabin is relatively quiet. But the rear seat is very cramped. Our tested 120-hp, 1.6-liter Fiesta with the five-speed manual delivered excellent fuel economy but felt sluggish. A six-speed automated manual tends to cause the car to stumble in stop-and-go traffic. The sporty Fiesta ST version is truly a treat to drive ... if your kidneys can handle the stiff ride. Sync 3 has replaced the MyFord Touch infotainment system.



Base Price: \$13,660-\$21,140
Body Styles: 4-door hatchback; sedan
Trim Lines: S, SE, ST, Titanium
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 (120 hp); 1.6-liter 4 turbo (197 hp)
Transmissions: 5-speed manual; 6-speed manual; 6-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.) 174
 Width (in.)68
 Height (in.)58
 Wheelbase (in.)98
 Weight (lb.) 2,665
 % weight front/rear 59/41

Cargo Measurement

Max. Load (lb.)825
 Cargo Volume, cu.ft. 13.0
 Towing Capacity (lb.) NR

Fuel

Regular
 CR overall mpg. 29-33

Overall Score	42-48
Predicted Reliability	
Owner Satisfaction	
Road Test Score	64-74
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Ford Flex



The boxy Flex combines SUV-like versatility with almost carlike driving dynamics. The interior has plenty of storage bins and cubicles, and provides room for up to seven passengers in three rows. Plus, the Flex's shipping-container shape works well for carrying large cargo. Rear visibility is hampered by the large head restraints. Handling is not particularly nimble, but the ride is comfortable and the cabin remains quiet. The base 3.5-liter V6 gets just 18 mpg overall. Choosing the turbo V6 gives you quicker acceleration at a cost of only 1 mpg. The complicated and distracting MyFord Touch infotainment system has been replaced by the much better Sync 3 system.



Base Price: \$30,025-\$43,030
Body Styles: 4-door SUV
Trim Lines: Limited, SE, SEL
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.5-liter V6 (287 hp); 3.5-liter V6 turbo (365 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)202
 Width (in.) 80
 Height (in.)68
 Wheelbase (in.) 118
 Weight (lb.) 4,820
 % weight front/rear 54/46

Cargo Measurement

Max. Load (lb.) 1,160
 Cargo Volume, cu.ft. 47.5
 Towing Capacity (lb.) 4,500

Fuel

Regular
 CR overall mpg. 18

Overall Score	65
Predicted Reliability	
Owner Satisfaction	
Road Test Score	73
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Ford Focus



Available as a sedan, a hatchback, and an electric version, the Focus feels solid and sophisticated, but it's plagued by a jerky dual-clutch transmission at low speeds. The car is fun to drive, thanks to its agile handling and a controlled ride, with a suspension that does a good job of absorbing impacts from rough surfaces. The cabin is quiet, with good-quality materials for the class. But the driving position is narrow compared with newer competitors. A 123-hp, 1.0-liter three-cylinder turbo is available, but it makes the Focus slow and returns the same 29 mpg overall as the 2.0-liter. We got 107 MPGe in our tested Focus Electric. The user-friendly Sync 3 infotainment system is available. The sporty ST version is quick and fun, and sounds thrilling, and the high-performance AWD RS comes with a 350-hp, turbo four-cylinder.



Base Price: \$16,775–\$36,120
Body Styles: 4-door hatchback; sedan
Trim Lines: Electric, RS, S, SE, SEL, ST, Titanium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: Electric (143 hp); 1.0-liter 3 turbo (123 hp); 2.0-liter 4 (160 hp); 2.0-liter 4 turbo (252 hp); 2.3-liter 4 turbo (350 hp)
Transmissions: 6-speed automatic; 5-speed manual; 6-speed manual; 6-speed sequential; 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.).....179
Width (in.).....72
Height (in.).....58
Wheelbase (in.).....104
Weight (lb.).....2,990
% weight front/rear.....60/40

Cargo Measurement

Max. Load (lb.).....825
Cargo Volume, cu.ft.....13.0
Towing Capacity (lb.).....NR

Fuel

Regular or premium or electric
CR overall mpg.....26-107

Overall Score	43-51
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	62-76
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	★
Engine Minor	⬆️	⬆️	★
Engine Cooling	⬆️	⬆️	★
Transmission Major	⬇️	⬆️	★
Transmission Minor	⬇️	⬇️	★
Drive System	⬇️	⬆️	★
Fuel System	⬆️	⬆️	★
Electrical	⬆️	⬆️	★
Climate System	⬆️	⬆️	★
Suspension	⬆️	⬆️	★
Brakes	⬆️	⬆️	★
Exhaust	⬆️	⬆️	★
Paint/Trim	⬆️	⬆️	★
Noises/Leaks	⬆️	⬆️	★
Body Hardware	⬆️	⬆️	★
Power Equipment	⬆️	⬆️	★
In-Car Electronics	⬆️	⬇️	★
USED CAR VERDICTS	⬇️	⬇️	
NEW CAR PREDICTION	Much worse than average ⬇️		

Ford Fusion



✓ The Fusion is a delight to drive, with a supple ride and nimble handling reminiscent of a European sports sedan. All trim levels and powertrains feel solid and upscale, with a well-finished and quiet cabin. We found the optional leather seats to be more supportive than the cloth ones, and the rear seat is somewhat snug. The 1.5- and 2.0-liter turbo four-cylinders are powerful enough, but neither has competitive fuel economy. A new high-end version, the Sport, is equipped with all-wheel drive and a 325-hp, 2.7-liter V6. It is quick, comfortable, and quiet, but it costs more than \$40,000. The Hybrid and Energi plug-in hybrid were updated with more-efficient electric motors. A rotary shift dial and Ford's improved Sync 3 infotainment system highlight the updates to the interior.



Base Price: \$22,610–\$41,120
Body Styles: sedan
Trim Lines: Energi Platinum, Energi SE, Energi Titanium, Hybrid Platinum, Hybrid S, Hybrid SE, Hybrid Titanium, Platinum, S, SE, Sport, Titanium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (181 hp); 2.0-liter 4 hybrid (188 hp); 2.0-liter 4 turbo (245 hp); 2.5-liter 4 (175 hp); 2.7-liter V6 turbo (325 hp)
Transmissions: 6-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.).....192
Width (in.).....73
Height (in.).....58
Wheelbase (in.).....112
Weight (lb.).....3,505
% weight front/rear.....59/41

Cargo Measurement

Max. Load (lb.).....850
Cargo Volume, cu.ft.....16.0
Towing Capacity (lb.).....1,000

Fuel

Regular
CR overall mpg.....22-39

Overall Score	77-79
Predicted Reliability	⬆️
Owner Satisfaction	⬇️
Road Test Score	80-83
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬇️
In-Car Electronics	⬆️	⬆️	⬇️
USED CAR VERDICTS	⬆️	⬆️	⬇️
NEW CAR PREDICTION	Better than average ⬆️		

Ford Mustang



The Mustang is significantly updated for 2018 with revisions and updates to the styling, interior, and powertrains, along with new high-tech options. The V6 has been retired, leaving the turbocharged, 2.3-liter four-cylinder and 5.0-liter V8, each available with a new 10-speed automatic transmission. The V8 engine has been reworked to create more power and aid fuel economy. The rear suspension design has been revised, and the Mustang is available with active damping to dynamically adjust shock absorber performance. An increased emphasis on personalization enables drivers to set suspension, steering, exhaust sound, and other preferences with a memory setting. A suite of advanced safety features is offered, including forward-collision warning with pedestrian detection, lane-departure warning, and lane-keeping assist.



Base Price: \$25,585–\$64,645

Body Styles: 2-door hatchback; convertible

Trim Lines: Base, GT, GT Premium, Premium, Shelby GT350, Shelby GT350R

Drive Wheels: Rear

Seating: 2 front, 2 rear

Engines: 2.3-liter 4 turbo (310 hp); 5.0-liter V8 (460 hp); 5.2-liter V8 (526 hp)

Transmissions: 10-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)188
Width (in.)75
Height (in.)54
Wheelbase (in.)107
Weight (lb.)3,845
% weight front/rear54/46

Cargo Measurement

Max. Load (lb.) 670
Cargo Volume, cu.ft. 14.0
Towing Capacity (lb.) 1,000

Fuel

Regular
CR overall mpg. 19-25

Overall Score	61-66
Predicted Reliability	
Owner Satisfaction	
Road Test Score	76-84
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Ford Taurus



Ford put styling ahead of interior comfort and driver visibility when it designed the Taurus. We tested it with the 3.5-liter V6, which returned 21 mpg overall. The six-speed automatic can be slow to shift and is not very smooth. Otherwise, the Taurus is quiet, rides comfortably, and has lots of features. Handling is responsive but not sporty, and the turning circle is wide. Thankfully, Ford has replaced the MyFord Touch system with the superior Sync 3 infotainment system. The higher-performance SHO model has standard all-wheel drive, and its 365-hp, turbocharged V6 makes it quick, but it isn't an engaging car to drive.



Base Price: \$27,345–\$42,520

Body Styles: sedan

Trim Lines: Limited, SE, SEL, SHO

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 3.5-liter V6 (288 hp); 3.5-liter V6 turbo (365 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)203
Width (in.)76
Height (in.)61
Wheelbase (in.)113
Weight (lb.)4,090
% weight front/rear60/40

Cargo Measurement

Max. Load (lb.) 950
Cargo Volume, cu.ft. 20.0
Towing Capacity (lb.) 1,000

Fuel

Regular or premium
CR overall mpg. 21

Overall Score	67
Predicted Reliability	
Owner Satisfaction	
Road Test Score	72
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Ford Transit Connect



This derivative of the Focus is no minivan substitute, even though it can seat five or seven. With its boxy shape and very tall roof, you'd be challenged to find more passenger space for the money. The steady, supple ride and frisky handling are where the positives end, though. It remains a commercial vehicle at heart, with a lackluster four-cylinder, a low-rent interior, cumbersome folding seats, and a skimpy supply of standard features. Unlike a minivan, it doesn't have power doors or a rear-seat entertainment system, and even Bluetooth connectivity costs extra. The base four-cylinder managed only 21 mpg overall, and we see little indication that the uplevel 1.6-liter, turbocharged four-cylinder engine would be more frugal. A freshened 2019 will have standard automatic emergency braking, two new engines, and an eight-speed automatic.



Base Price: \$23,010-\$30,325

Body Styles: van; wagon

Trim Lines: Titanium, XL, XLT

Drive Wheels: Front

Seating: 2 front, 3 rear, 2 third

Engines: 1.6-liter 4 turbo (173 hp); 2.5-liter 4 (169 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 190
Width (in.) 72
Height (in.) 72
Wheelbase (in.) 121
Weight (lb.) 3,580
% weight front/rear 55/45

Cargo Measurement

Max. Load (lb.) 1,270
Cargo Volume, cu.ft. 61.0
Towing Capacity (lb.) 2,000

Fuel

Regular
CR overall mpg 21

Overall Score	72
Predicted Reliability	⬆️
Owner Satisfaction	⬇️
Road Test Score	76
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬆️	⬆️	*
USED CAR VERDICTS	⬆️	⬆️	
NEW CAR PREDICTION	Better than average ⬆️		

Genesis G70



The all-new Genesis G70 sport sedan shares a platform with the new Kia Stinger, and represents Hyundai's attempt to take its premium brand into new sales territory. Powering the G70 is a choice of turbocharged four- or six-cylinder engines. The four-cylinder delivers 252 hp—or 255 hp when equipped with a sport package—and the V6 boasts an impressive 370 hp. An eight-speed automatic transmission is fitted to either engine, and buyers have a choice of standard rear- or optional all-wheel drive. Inside, an 8-inch infotainment system screen dominates the center of the dashboard and is compatible with Android Auto and Apple CarPlay. Forward-collision warning, automatic emergency braking, blind-spot warning, and lane-departure warning are all standard.



Base Price: \$35,000-\$50,000E

Body Styles: sedan

Trim Lines: 2.0T, 3.3T

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (252 hp); 3.3-liter V6 turbo (370 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 184
Width (in.) 73
Height (in.) 55
Wheelbase (in.) 112
Weight (lb.) 3,850
% weight front/rear NA

Cargo Measurement

Max. Load (lb.) NA
Cargo Volume, cu.ft. NA
Towing Capacity (lb.) NA

Fuel

Regular
CR overall mpg NA

Overall Score	NA
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	NA
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots			
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average ⬆️		

Genesis G80



✓ The Genesis G80, previously known as the Hyundai Genesis, delivers just about every feature and luxury attribute a buyer could imagine for about \$10,000 less than its competitors. Offered with a smooth and refined V6 or a potent V8, the G80 also has responsive handling and a comfortable ride, though its agility can't quite match its German rivals. Our tested AWD V6 returned a competitive 20 mpg overall. Controls are refreshingly straightforward for a luxury car. Rear-seat passengers are pampered with amenities, including seat heaters, and space is plentiful. Standard advanced safety features include forward-collision warning with automatic emergency braking, and blind-spot warning. A Sport version with a turbocharged, 3.3-liter V6 is new for 2018.



Base Price: \$41,750–\$59,500

Body Styles: sedan

Trim Lines: 3.3T Sport, 3.8, 5.0

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 3.3-liter V6 turbo (365 hp); 3.8-liter V6 (311 hp); 5.0-liter V8 (420 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	197
Width (in.)	74
Height (in.)	58
Wheelbase (in.)	119
Weight (lb.)	4,530
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	905
Cargo Volume, cu.ft.	15.0
Towing Capacity (lb.)	NR

Fuel

Regular or premium	
CR overall mpg.	20

Overall Score	81
Predicted Reliability	1
Owner Satisfaction	4
Road Test Score	89
Crash Prevention	Std./4

Reliability History

Trouble Spots	15	16	17
Engine Major			4
Engine Minor			4
Engine Cooling			4
Transmission Major			4
Transmission Minor			4
Drive System			4
Fuel System			4
Electrical			4
Climate System			4
Suspension			4
Brakes			4
Exhaust			4
Paint/Trim			4
Noises/Leaks			4
Body Hardware			4
Power Equipment			4
In-Car Electronics			4
USED CAR VERDICTS			1
NEW CAR PREDICTION			1

Genesis G90



✓ The flagship sedan from Hyundai's luxury brand, Genesis, is the G90, which features a 5.0-liter V8 or a 3.3-liter turbocharged V6, the better choice of the two. Both are mated to a smooth eight-speed automatic and are available with either rear- or all-wheel drive, addressing a shortcoming of the rear-drive-only Hyundai Equus predecessor. The spacious cabin is decked out in soft materials and trimmed in wood and chrome, but it comes up short on wow factor. The ride is cushy and cossetting; the cabin is super-quiet. Handling is responsive though not sporty. As is typical for this oft-chauffeur-driven class, the backseat is really the place to be. It has massaging seats, and controls in the rear armrest manage audio and climate settings. A complete suite of advanced safety features is standard.



Base Price: \$68,350–\$74,350

Body Styles: sedan

Trim Lines: Premium, Ultimate

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 3.3-liter V6 turbo (365 hp); 5.0-liter V8 (420 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	205
Width (in.)	75
Height (in.)	59
Wheelbase (in.)	124
Weight (lb.)	4,820
% weight front/rear	53/47

Cargo Measurement

Max. Load (lb.)	880
Cargo Volume, cu.ft.	16.0
Towing Capacity (lb.)	NR

Fuel

Regular or premium	
CR overall mpg.	18

Overall Score	81
Predicted Reliability	1
Owner Satisfaction	4
Road Test Score	89
Crash Prevention	Std./4

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			1
NEW CAR PREDICTION			1

GMC Acadia



The Acadia is a very pleasant three-row SUV, particularly in the Denali trim. The ride is steady and composed, and handling is responsive. The most appropriate engine is the smooth 3.6-liter V6 that returned 19 mpg in our tests, which isn't a standout. A less powerful but still capable 2.5-liter four-cylinder is standard. This family-friendly SUV is very quiet, the front seats are comfortable, and the infotainment system is easy to use. The outboard second-row seats can slide and tilt forward, even with a child seat in place. But many luxury features, such as four-way adjustable lumbar, a power sun-roof shade, and auto-up windows, are missing even on our high-end Denali version. Available safety features include forward-collision warning with automatic braking, and blind-spot warning.



Base Price: \$29,070-\$47,070

Body Styles: 4-door SUV

Trim Lines: All Terrain, Denali, SL, SLE, SLT

Drive Wheels: Front, AWD

Seating: 2 front, 2 rear, 2 third

Engines: 2.5-liter 4 (193 hp); 3.6-liter V6 (310 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	194
Width (in.)	75
Height (in.)	66
Wheelbase (in.)	113
Weight (lb.)	4,395
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	1,585
Cargo Volume, cu.ft.	40.5
Towing Capacity (lb.)	4,000

Fuel

Regular	
CR overall mpg	19

Overall Score	57
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	83
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	⬆️	⬆️	⬆️

Much worse than average

GMC Canyon



GM's small pickups, the Canyon and its Chevrolet Colorado twin, are more maneuverable than full-sized trucks and are better equipped than their Nissan and Toyota competitors. In our tests, the V6 version got 18 mpg overall and the four-cylinder diesel bumped fuel economy to 24 mpg. V6 versions feature a tow-haul mode. A four-cylinder gasoline engine is also available. The ride is rather choppy, but handling is responsive. Rear- and four-wheel-drive versions are available. Inside are the latest electronics, including the MyLink Bluetooth audio system. These are the first small trucks to offer forward-collision and lane-departure warnings. The V6 is now more powerful, and an eight-speed automatic is available.



Base Price: \$20,885-\$43,270

Body Styles: crew cab; extended cab

Trim Lines: Base, Denali, SLE, SLT

Drive Wheels: Rear, 4WD

Seating: 2 front, 3 rear

Engines: 2.5-liter 4 (200 hp); 2.8-liter 4 turbodiesel (181 hp); 3.6-liter V6 (308 hp)

Transmissions: 6-speed automatic; 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	212
Width (in.)	74
Height (in.)	79
Wheelbase (in.)	128
Weight (lb.)	4,500
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	1,555
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	7,000

Fuel

Regular or diesel	
CR overall mpg	18-24

Overall Score	51-53
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	67-69
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	⬆️	⬆️	⬆️

Worse than average



GMC Sierra 1500



The Sierra and similar Chevrolet Silverado have relatively responsive handling and a spacious, quiet cabin. Benefits include easy cabin access, intuitive controls, and generous towing and payload capacities. Fuel economy with the 5.3-liter V8 crew cab we tested was 16 mpg overall, but the truck feels a bit sluggish in everyday driving. Other engines are a 4.3-liter V6 and a powerful 6.2-liter V8. Its few shortcomings include a jittery ride and front seats that aren't as supportive as those in certain competitors. Lane-keeping assist is offered, and Android Auto and Apple CarPlay compatibility is available.



Base Price: \$28,405-\$55,955
Body Styles: crew cab; extended cab; regular cab
Trim Lines: Denali, SL, SLE, SLT
Drive Wheels: Rear, 4WD
Seating: 3 front, 3 rear
Engines: 4.3-liter V6 (285 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)
Transmissions: 6-speed automatic; 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)..... 230
Width (in.)..... 80
Height (in.)..... 74
Wheelbase (in.)..... 144
Weight (lb.)..... 5,415
% weight front/rear..... 59/41

Cargo Measurement

Max. Load (lb.)..... 1,705
Cargo Volume, cu.ft..... NA
Towing Capacity (lb.)..... 11,200

Fuel

Regular
CR overall mpg..... 16

Overall Score	57
Predicted Reliability	
Owner Satisfaction	
Road Test Score	80
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

GMC Terrain



The Terrain is a corporate cousin of the Chevrolet Equinox, but a few critical differences compromise it, even though it is positioned as a more premium offering. We found it to be loud and stiff riding, with severely hampered visibility. The base engine is a lackluster 170-hp 1.5-liter, and the uplevel choice is a significantly stronger 252-hp 2.0-liter. The 2.0-liter turbo is mated to a nine-speed automatic that's not the swiftest or the smoothest. Unfortunately, the Terrain's gear selector is controlled by unintuitive-to-operate dash-mounted push buttons. The infotainment system is one of the easier ones to use and comes with Android Auto and Apple CarPlay compatibility. Forward-collision warning, low-speed automatic emergency braking, lane-keeping assist with lane-departure warning, and blind-spot warning are available.



Base Price: \$24,995-\$39,270
Body Styles: 4-door SUV
Trim Lines: Denali, SL, SLE, SLT
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (170 hp); 1.6-liter 4 turbodiesel (137 hp); 2.0-liter 4 turbo (252 hp)
Transmissions: 6-speed automatic; 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)..... 182
Width (in.)..... 72
Height (in.)..... 65
Wheelbase (in.)..... 107
Weight (lb.)..... 3,800
% weight front/rear..... 58/42

Cargo Measurement

Max. Load (lb.)..... 985
Cargo Volume, cu.ft..... 33.0
Towing Capacity (lb.)..... 3,500

Fuel

Regular or diesel
CR overall mpg..... 22

Overall Score	57
Predicted Reliability	
Owner Satisfaction	
Road Test Score	67
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

GMC Yukon



This near-twin version of the Chevrolet Tahoe uses a 5.3-liter V8 and six-speed automatic that returns 16 mpg and doesn't feel particularly energetic. Ride and handling are not stellar, although the Magnetic Ride Control suspension on the Denali version improves ride comfort and handling response. The 6.2-liter engine that comes on the Denali is also a meaningful upgrade, but it raises the price considerably. Proper optional equipment gives the Yukon a towing capacity of 8,500 pounds, about the only advantage it has over a car-based SUV. Just as in the Tahoe, the third-row seat is low and tiny. Automatic emergency braking, blind-spot warning, and lane-keeping assist are optional.



Base Price: \$49,080-\$69,165
Body Styles: 4-door SUV
Trim Lines: Denali, SLE, SLT
Drive Wheels: Rear, AWD, 4WD
Seating: 3 front, 3 rear, 3 third
Engines: 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)
Transmissions: 6-speed automatic; 10-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 204
 Width (in.) 81
 Height (in.) 74
 Wheelbase (in.) 116
 Weight (lb.) 5,635
 % weight front/rear 52/48

Cargo Measurement

Max. Load (lb.) 1,580
 Cargo Volume, cu.ft. 47.5
 Towing Capacity (lb.) 8,200

Fuel

Regular
 CR overall mpg 16

Overall Score	53
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	67
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Worse than average	⬆️	⬆️

GMC Yukon XL



This truck-based SUV is a twin of the Chevrolet Suburban. The third-row seat in the XL is a bit roomier than the one in the shorter GMC Yukon, and there is plenty of cargo room when that row is raised. Power comes from a 5.3-liter V8 and a six-speed automatic that returns 16 mpg and feels slightly sluggish. It's too bad that you have to opt for the expensive Denali version to get the Magnetic Ride Control suspension, which improves ride comfort and handling response. The 6.2-liter engine on the Denali is also a meaningful upgrade, but it significantly increases the price. Properly equipped, the XL can tow 8,500 pounds, its only advantage over a car-based SUV. Lane-keeping assist and Apple CarPlay capability are available.



Base Price: \$51,780-\$71,865
Body Styles: 4-door SUV
Trim Lines: Denali, SLE, SLT
Drive Wheels: Rear, AWD, 4WD
Seating: 3 front, 3 rear, 3 third
Engines: 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)
Transmissions: 6-speed automatic; 10-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 224
 Width (in.) 81
 Height (in.) 74
 Wheelbase (in.) 130
 Weight (lb.) 5,945
 % weight front/rear 52/48

Cargo Measurement

Max. Load (lb.) 1,455
 Cargo Volume, cu.ft. 62.5
 Towing Capacity (lb.) 8,000

Fuel

Regular
 CR overall mpg 16

Overall Score	49
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	67
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬆️	⬆️	*
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Much worse than average	⬆️	⬆️

Honda Accord



✓ The Accord has a coupelike silhouette and a lower stance. Two turbocharged, four-cylinder engines are available. The base version is a 1.5-liter that's shared with the Honda CR-V SUV and the Civic compact car. The new 192-hp engine is mated to a CVT, a combination that is mostly unobtrusive and delivers adequate power. The uplevel turbocharged 2.0-liter brings 252 hp and a slick 10-speed automatic transmission but features an unintuitive push-button gear selector. A hybrid version is also available. The new infotainment system is a big improvement, and includes knobs for tuning and volume adjustment. Handling is responsive, and the ride is comfortable. Standard safety equipment includes forward-collision warning, automatic emergency braking, lane-departure warning, and lane-keeping assist.



Base Price: \$23,570–\$35,800

Body Styles: sedan

Trim Lines: EX, EX-L, Hybrid, LX, Sport, Touring

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.5-liter 4 turbo (192 hp); 2.0-liter 4 hybrid (212 hp); 2.0-liter 4 turbo (252 hp)

Transmissions: 10-speed automatic; 6-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.) 192
Width (in.) 73
Height (in.) 57
Wheelbase (in.) 111
Weight (lb.) 3,155
% weight front/rear 61/39

Cargo Measurement

Max. Load (lb.) 850
Cargo Volume, cu.ft. 17.0
Towing Capacity (lb.) 1,000

Fuel

Regular
CR overall mpg 31

Overall Score	84
Predicted Reliability	
Owner Satisfaction	
Road Test Score	89
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Honda Civic



The Civic is a substantial and capable compact car. The base 2.0-liter engine and optional 1.5-liter turbo both deliver good fuel economy, with the turbo bringing more oomph and readily available power. The continuously variable transmission amplifies the noise of the base engine; it works better with the turbo. The ride is comfortable, handling is precise, and the interior has a lot of storage space. However, the car's low stance means occupants must do the limbo to get in and out. In addition, the front seats lack adjustable lumbar support, which could cause discomfort. We found Honda's infotainment system to be unintuitive on most trims. The Sport version is a four-door hatchback that adds practicality, while the Si version presents a performance bargain. The 306-hp Type-R is a track-ready, high-performance version.



Base Price: \$18,840–\$34,100

Body Styles: 4-door hatchback; coupe; sedan

Trim Lines: EX, EX-L, EX-T, LX, LX-P, Si, Sport, Sport Touring, Touring, Type R

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.5-liter 4 turbo (174 hp); 1.5-liter 4 turbo (180 hp); 1.5-liter 4 turbo (205 hp); 2.0-liter 4 (158 hp); 2.0-liter 4 turbo (306 hp)

Transmissions: 6-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.) 182
Width (in.) 71
Height (in.) 56
Wheelbase (in.) 106
Weight (lb.) 2,745
% weight front/rear 61/39

Cargo Measurement

Max. Load (lb.) 850
Cargo Volume, cu.ft. 13.0
Towing Capacity (lb.) NR

Fuel

Regular or premium
CR overall mpg 31–34

Overall Score	66–67
Predicted Reliability	
Owner Satisfaction	
Road Test Score	74–76
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Honda Clarity



The new Clarity comes in three versions: a fully electric, a plug-in hybrid, and a hydrogen fuel-cell called FCV, which has a claimed driving range beyond 300 miles. It takes 3 to 5 minutes to fully fuel it with hydrogen. There is also a Clarity Electric version, which has a short EPA-rated range of 89 miles and is leased for \$199 per month. The Plug-In Hybrid is the most viable of the three versions. It delivers a 40-mile all-electric range before the gas engine kicks in. It takes 2.5 hours to recharge with a 240-volt charger. The Clarity has a comfortable ride and sound, but mundane, handling. The cabin is roomy enough for adults. All versions come standard with forward-collision warning and automatic emergency braking, along with Honda's unintuitive push-button gear selector.



Base Price: \$33,400–\$58,490

Body Styles: sedan

Trim Lines: Electric, Fuel Cell, Plug-in, Plug-in Touring

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: Electric (161 hp); Electric (174 hp); 1.5-liter 4 electric (212 hp)

Transmissions: CVT; 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.)	193
Width (in.)	74
Height (in.)	58
Wheelbase (in.)	108
Weight (lb.)	4,050
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	16.0
Towing Capacity (lb.)	NR

Fuel

Regular or electric or hydrogen

EPA combined mpg.....42

Overall Score	NA
Predicted Reliability	1
Owner Satisfaction	⬆
Road Test Score	NA
Crash Prevention	Std./⬆

Reliability History

Trouble Spots			
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

USED CAR VERDICTS

NEW CAR PREDICTION

Average

1

Honda CR-V



✓ The CR-V is one of the better models among small SUVs, thanks to its roomy cabin, good fuel economy, and competent handling. The base engine is a 184-hp, 2.4-liter four-cylinder, and EX and above trims sport a 190-hp, 1.5-liter turbo. Both are mated to a continuously variable transmission that works well. Fuel economy is impressive at 28 mpg overall for the EX. Handling is nimble and surefooted, and the firm ride is steady. Road noise is well-suppressed, and the cabin is reasonably quiet. The interior is very comfortable and roomy, particularly the rear seat, although the seats in the base LX are less supportive. EX and above trims get a standard 7-inch touch-screen infotainment system with Android Auto and Apple CarPlay compatibility, as well as standard automatic emergency braking and blind-spot warning.



Base Price: \$24,150–\$34,050

Body Styles: 4-door SUV

Trim Lines: EX, EX-L, LX, Touring

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 1.5-liter 4 turbo (190 hp); 2.4-liter 4 (184 hp)

Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.)	181
Width (in.)	73
Height (in.)	67
Wheelbase (in.)	105
Weight (lb.)	3,450
% weight front/rear	58/42

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	36.0
Towing Capacity (lb.)	1,500

Fuel

Regular

CR overall mpg.....27-28

Overall Score	83
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	82-83
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆

USED CAR VERDICTS

NEW CAR PREDICTION

Much better than average

⬆

Honda Fit



✓ The Honda Fit subcompact hatchback has always been an appealing urban runabout. Thanks to its clever multi-configurable seating, the Fit delivers versatility similar to that of a small SUV. The Fit gets great fuel economy at 33 mpg overall. But that comes with excessive noise when the continuously variable transmission keeps the engine at high revs. Handling is responsive, but the Fit has a stiff ride. On top of that, the cabin is loud, making the Fit unfit for long drives. Opting for the EX brings a sunroof and paddle shifters; the EX-L includes heated leather seats. The button-free touch-screen radio on EX and higher trims is a constant frustration, and the seats and driving position aren't very comfortable. For 2018 the Fit gets a freshening and offers the Honda Sensing suite of advanced safety features.



Base Price: \$16,190-\$21,520
Body Styles: 4-door hatchback
Trim Lines: EX, EX-L, LX, Sport
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 (128 hp)
Transmissions: 6-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.) 161
 Width (in.) 67
 Height (in.) 60
 Wheelbase (in.) 99
 Weight (lb.) 2,625
 % weight front/rear 62/38

Cargo Measurement

Max. Load (lb.) 850
 Cargo Volume, cu.ft. 17.0
 Towing Capacity (lb.) NR

Fuel

Regular
 CR overall mpg 33

Overall Score	64
Predicted Reliability	I
Owner Satisfaction	I
Road Test Score	67
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	I	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬇	⬆	⬆
Noises/Leaks	⬆	⬆	⬇
Body Hardware	⬆	⬆	⬆
Power Equipment	I	⬆	⬇
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	I	I	I
NEW CAR PREDICTION	Average I		

Honda HR-V



✓ Based on the Fit subcompact, the HR-V gets a versatile, cargo-friendly rear seat that flips up or folds down flat and low. Considerably smaller and less expensive than the CR-V, the HR-V is loud and the ride is stiff. Handling is responsive and secure. Power comes from a 141-hp four-cylinder driving either the front or all four wheels. But the HR-V feels underpowered, an impression amplified by the continuously variable transmission. The Honda's strengths include its excellent 29 mpg overall, very flexible interior, and generous rear seat and cargo room. The front seat is short on support, however. Available premium features include heated leather seats, a sunroof, and keyless entry. We prefer the LX trim over the EX for its simpler audio controls.



Base Price: \$19,570-\$26,340
Body Styles: 4-door SUV
Trim Lines: EX, EX-L, LX
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 (141 hp)
Transmissions: 6-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.) 169
 Width (in.) 70
 Height (in.) 63
 Wheelbase (in.) 103
 Weight (lb.) 3,045
 % weight front/rear 60/40

Cargo Measurement

Max. Load (lb.) 850
 Cargo Volume, cu.ft. 32.0
 Towing Capacity (lb.) NR

Fuel

Regular
 CR overall mpg 29

Overall Score	67
Predicted Reliability	⬆
Owner Satisfaction	I
Road Test Score	66
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	I	⬆	⬆
Body Hardware	⬆	I	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	I	⬆
NEW CAR PREDICTION	Better than average ⬆		

Honda Odyssey



✓ The Odyssey packs in refinement, quietness, fuel economy, and a relatively intuitive infotainment system. Its interior is very flexible, with the ability to slide the second-row outboard seats sideways. Several connectivity and storage features keep the entire family happy. The 280-hp, 3.5-liter V6 engine supplies ample power and is teamed with a fairly unobtrusive nine-speed automatic transmission. The top trims, Touring and Elite, get a slicker 10-speed transmission. The engine is smooth, punchy, and hushed, but there is no all-wheel-drive option. The ride is very comfortable, the cabin is quiet, and handling is sound. However, the push-button gear selector is a nuisance to use when parking. The optional 8-inch infotainment touch screen is easier to use than the previous offering, but it can still be distracting.



Base Price: \$29,990-\$46,670
Body Styles: minivan
Trim Lines: Elite, EX, EX-L, LX, Touring
Drive Wheels: Front
Seating: 2 front, 3 rear, 3 third
Engines: 3.5-liter V6 (280 hp)
Transmissions: 9-speed automatic; 10-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....203
 Width (in.).....79
 Height (in.).....68
 Wheelbase (in.).....118
 Weight (lb.).....4,490
 % weight front/rear.....55/45

Cargo Measurement

Max. Load (lb.).....1,340
 Cargo Volume, cu.ft.....71.5
 Towing Capacity (lb.).....3,500

Fuel

Regular
 CR overall mpg.....22

Overall Score	76
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	82
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Average ⬆️		

Honda Pilot



✓ The Pilot is quick, comfortable, and refined, but it's not exactly a joy to drive. Its three-row seating configuration, roomy cabin, and abundant interior storage make it an extremely functional vehicle. Power comes from a slick 3.5-liter V6 that is rated at 280 hp. We got 20 mpg overall in our tests of an EX-L with the standard six-speed automatic. We found the ride to be comfortable but handling ungainly. The touch-screen infotainment system is frustrating to use. Touring and Elite trims get a nine-speed that doesn't shift very smoothly and is stuck with an unintuitive push-button gear selector. Front- and all-wheel drive are offered, and the optional Honda Sensing safety system includes automatic emergency braking.



Base Price: \$30,900-\$47,470
Body Styles: 4-door SUV
Trim Lines: Elite, EX, EX-L, LX, Touring
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 3 third
Engines: 3.5-liter V6 (280 hp)
Transmissions: 6-speed automatic; 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....195
 Width (in.).....79
 Height (in.).....70
 Wheelbase (in.).....111
 Weight (lb.).....4,280
 % weight front/rear.....57/43

Cargo Measurement

Max. Load (lb.).....1,340
 Cargo Volume, cu.ft.....48.0
 Towing Capacity (lb.).....5,000

Fuel

Regular
 CR overall mpg.....20

Overall Score	74
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	80
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Average ⬆️		

Honda Ridgeline



✓ Honda's smart pickup is built on the same platform as the Honda Pilot and looks more conventional than the previous generation. It retains the uni-body construction, fully independent suspension, and lockable trunk space below the bed floor. Power comes from a slick 3.5-liter V6 engine mated to a six-speed automatic transmission. We got 20 mpg overall in our tests, the best of any nondiesel pickup. Towing capacity is modest at 5,000 pounds, and the bed is shallow. Front- and all-wheel-drive versions are available. Ride and handling are more refined than in conventional pickup trucks, and the cabin is quiet. The available Honda Sensing safety system includes automatic emergency braking.



Base Price: \$29,630-\$43,120
Body Styles: crew cab
Trim Lines: Black Edition, RT, RTL, RTL-E, RTL-T, RTS, Sport
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 (280 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....210
 Width (in.).....79
 Height (in.).....71
 Wheelbase (in.).....125
 Weight (lb.).....4,415
 % weight front/rear.....58/42

Cargo Measurement

Max. Load (lb.).....1,325
 Cargo Volume, cu.ft.....NA
 Towing Capacity (lb.).....5,000

Fuel

Regular
 CR overall mpg.....20

Overall Score	70
Predicted Reliability	
Owner Satisfaction	
Road Test Score	80
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Hyundai Accent



With its all-new platform, the fourth-generation Accent sedan (the hatchback has been dropped) sits lower, wider, and slightly longer than before. The changes bring increased passenger space for both the front and rear seats. Cabin technology makes a step forward, with the top-level Limited trim benefiting from a 7-inch touch-screen infotainment system, along with voice recognition, and Android Auto and Apple CarPlay compatibility. The 1.6-liter, four-cylinder engine and six-speed automatic essentially carry over, although the engine is quieter. Despite the reworked suspension, the Accent still has a stiff ride. Handling is quite responsive.



Base Price: \$14,995-\$18,895
Body Styles: sedan
Trim Lines: Limited, SE, SEL
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 (130 hp)
Transmissions: 6-speed automatic;
 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.).....173
 Width (in.).....68
 Height (in.).....57
 Wheelbase (in.).....102
 Weight (lb.).....2,625
 % weight front/rear.....NA

Cargo Measurement

Max. Load (lb.).....850
 Cargo Volume, cu.ft.....14.0
 Towing Capacity (lb.).....NR

Fuel

Regular
 EPA combined mpg.....32

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Hyundai Elantra



✓ The Elantra is relatively roomy, sparing with fuel, and features intuitive controls. The 2.0-liter four-cylinder returned an excellent 33 mpg overall in our tests but delivers leisurely acceleration and buzzes unpleasantly as revs increase. The Eco version feels more responsive but comes at a \$3,000 price premium. Although handling is secure, there isn't much driving excitement. The ride is mostly unobjectionable, but sharp bumps tend to come through noticeably. Road noise is elevated as well. Inside, the front seats in our tested SE are short on lumbar support, though the power seat in the Limited is better. Active safety features and a Sport version with a 1.6-liter, turbo four-cylinder are available. New for 2018 is a GT hatchback version with taut, nimble handling.



Base Price: \$16,950–\$22,900
Body Styles: 4-door hatchback; sedan
Trim Lines: Eco, Limited, SE, SEL, Sport, Value Edition
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (128 hp); 1.6-liter 4 turbo (201 hp); 2.0-liter 4 (147 hp)
Transmissions: 6-speed automatic; 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)180
 Width (in.)71
 Height (in.)57
 Wheelbase (in.)106
 Weight (lb.)2,865
 % weight front/rear62/38

Cargo Measurement

Max. Load (lb.) 850
 Cargo Volume, cu.ft. 14.0
 Towing Capacity (lb.) NR

Fuel

Regular
 CR overall mpg33

Overall Score	70
Predicted Reliability	⬆
Owner Satisfaction	⬇
Road Test Score	66
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Much better than average ⬆		

Hyundai Ioniq



The Ioniq is the first direct challenger to the Toyota Prius. Evoking the Prius silhouette and hatchback configuration, the Ioniq hybrid also matches the Toyota as a fuel sipper with 52 mpg overall. Power comes from a 1.6-liter, four-cylinder engine which, paired with the electric drive, puts out a combined 139 hp. The six-speed dual-clutch transmission isn't the smoothest, and there's some delay off the line. Like other hybrids, it can drive on electric power at low speeds. Handling lacks agility, and the ride is a bit unsettled but unobjectionable. Our SEL had unusually long stopping distances for the class. A number of safety features, including automatic emergency braking and blind-spot warning, are available. Android Auto and Apple CarPlay compatibility is standard. There are also plug-in and fully electric versions.



Base Price: \$22,200–\$32,500
Body Styles: 4-door hatchback
Trim Lines: Blue, Electric, Limited, Plug-in Hybrid, SEL
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: Electric (118 hp); 1.6-liter 4 hybrid (139 hp); 1.6-liter 4 electric (164 hp)
Transmissions: 6-speed sequential; 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.)176
 Width (in.)72
 Height (in.)57
 Wheelbase (in.)106
 Weight (lb.)3,070
 % weight front/rear61/39

Cargo Measurement

Max. Load (lb.) 850
 Cargo Volume, cu.ft. 19.5
 Towing Capacity (lb.) NR

Fuel

Regular or electric
 CR overall mpg52

Overall Score	68
Predicted Reliability	⬆
Owner Satisfaction	⬇
Road Test Score	67
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average ⬆		

Hyundai Kona



The 2018 Hyundai Kona joins in the rapidly expanding field of subcompact SUVs. It is more than 11 inches shorter than Hyundai's Tucson compact SUV, and competes with the Honda HR-V and Mazda CX-3. The base engine is a 147-hp, 2.0-liter four-cylinder that comes with a six-speed automatic transmission. In our brief experience with the Kona, the engine feels more vigorous in the smaller Kona than in the heavier Tucson. A 175-hp, 1.6-liter turbocharged four-cylinder, mated to a seven-speed dual-clutch automatic, is optional. Available safety features include rear cross-traffic warning, high-beam assist, driver-attention warning, and forward-collision warning with automatic braking. Android Auto and Apple CarPlay compatibility is supported, as is wireless phone charging.



Base Price: \$19,500–\$28,700
Body Styles: 4-door SUV
Trim Lines: Limited, SE, SEL, Ultimate
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 turbo (175 hp); 2.0-liter 4 (147 hp)
Transmissions: 6-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.) 164
 Width (in.) 71
 Height (in.) 61
 Wheelbase (in.) 102
 Weight (lb.) 3,260
 % weight front/rear NA

Cargo Measurement

Max. Load (lb.) 860
 Cargo Volume, cu.ft. NA
 Towing Capacity (lb.) NR

Fuel

Regular
 EPA combined mpg 27

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots			
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Hyundai Santa Fe



✓ The Santa Fe is available with advanced safety features such as a multiview camera, automatic emergency braking with pedestrian detection, and lane-departure warning. This is still a roomy and comfortable three-row SUV built for family duty. Its 3.3-liter V6 engine is mated to a smooth, responsive six-speed automatic transmission, a combination that attained 20 mpg overall in our tests. Handling is sound and secure. Another plus is the settled, compliant ride that blunts pavement imperfections and lets the SUV sail smoothly on the highway. The well-finished cabin brings a lot of features for the money. Access to the cramped third row is somewhat difficult. Hyundai's updated Blue Link system features remote starting via mobile phones. Expect a redesign for 2019.



Base Price: \$30,800–\$41,150
Body Styles: 4-door SUV
Trim Lines: Limited, Ltd Ultimate, SE, Ultimate
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.3-liter V6 (290 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 193
 Width (in.) 74
 Height (in.) 67
 Wheelbase (in.) 110
 Weight (lb.) 4,210
 % weight front/rear 56/44

Cargo Measurement

Max. Load (lb.) 1,295
 Cargo Volume, cu.ft. 40.5
 Towing Capacity (lb.) 5,000

Fuel

Regular
 CR overall mpg 20

Overall Score	75
Predicted Reliability	
Owner Satisfaction	
Road Test Score	81
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Hyundai Santa Fe Sport



✓ Hyundai's five-passenger midsize SUV received a number of updates, including automatic emergency braking with pedestrian detection, and lane-departure warning. It also improved from Marginal to Good in the IIHS small-overlap crash test. This roomy SUV has a comfortable ride and a quiet interior. Power comes from a responsive 2.4-liter, four-cylinder engine mated to a smooth six-speed automatic transmission. We got a decent 23 mpg overall with this drivetrain. A more powerful 2.0-liter, turbo four-cylinder is also available. Handling is sound and secure but not exceptional. The well-finished cabin is packed with a lot of standard features, but rear visibility is so-so.



Base Price: \$24,950–\$37,200

Body Styles: 4-door SUV

Trim Lines: 2.0T, 2.0T Ultimate, Base, Value

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (264 hp); 2.4-liter 4 (185 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	185
Width (in.)	74
Height (in.)	66
Wheelbase (in.)	106
Weight (lb.)	3,760
% weight front/rear	56/44
Cargo Measurement	
Max. Load (lb.)	930
Cargo Volume, cu.ft.	35.5
Towing Capacity (lb.)	2,000

Fuel

Regular	
CR overall mpg	23

Overall Score	73
Predicted Reliability	⬆
Owner Satisfaction	⬇
Road Test Score	73
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Better than average ⬆		

Hyundai Sonata



✓ This competitive sedan was refreshed for 2018 and retains its excellent rear-seat room, easy cabin access, and user-friendly controls. Handling is taut and secure, but the ride is on the firm side and is no longer as comfortable as it used to be. The base 2.4-liter, four-cylinder engine is coupled to a smooth six-speed automatic that returns 28 mpg overall in our tests. A more powerful 2.0-liter turbo mated to an eight-speed automatic is optional. The Eco uses a 1.6-liter, turbo four-cylinder paired with a seven-speed automated manual. Outward visibility is a strong point. Blind-spot warning is standard, and forward-collision warning and automatic emergency braking are optional. Plug-in and hybrid versions are available; the latter returned an impressive 39 mpg overall in our tests. The generous interior makes for a very pleasant sedan.



Base Price: \$22,050–\$32,450

Body Styles: sedan

Trim Lines: Eco, Hybrid Limited, Hybrid SE, Limited, Plug-in, SE, SEL, Sport

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.6-liter 4 turbo (178 hp); 2.0-liter 4 hybrid (193 hp); 2.0-liter 4 electric (202 hp); 2.0-liter 4 turbo (245 hp); 2.4-liter 4 (185 hp)

Transmissions: 6-speed automatic; 8-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	191
Width (in.)	73
Height (in.)	58
Wheelbase (in.)	110
Weight (lb.)	3,305
% weight front/rear	61/39
Cargo Measurement	
Max. Load (lb.)	905
Cargo Volume, cu.ft.	16.0
Towing Capacity (lb.)	NR

Fuel

Regular	
CR overall mpg	28

Overall Score	78
Predicted Reliability	⬇
Owner Satisfaction	⬇
Road Test Score	85
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Average ⬆		

Hyundai Tucson



The Tucson could be one of the better small SUVs, but neither of its powertrains is ideal. The base SE trim gets a 164-hp, 2.0-liter four-cylinder engine, routing through a six-speed automatic. This version is rather slow and can feel strained. More expensive trims get a 1.6-liter, turbo four-cylinder that uses a seven-speed automated manual transmission. This more powerful setup returned 26 mpg overall, but it suffers from a vibration at very low speeds, such as in parking maneuvers. A 2.4-liter four-cylinder will be available this year, and should be the preferred engine choice. Ride comfort, handling agility, and noise suppression are commendable. The rear seat is roomy, and controls are easy to use. Advanced safety features, including automatic emergency braking and blind-spot warning, are optional.



Base Price: \$22,700–\$31,175

Body Styles: 4-door SUV

Trim Lines: Limited, SE, SEL, SEL Plus, Value

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 1.6-liter 4 turbo (175 hp); 2.0-liter 4 (164 hp)

Transmissions: 6-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.) 176
Width (in.) 73
Height (in.) 65
Wheelbase (in.) 105
Weight (lb.) 3,475
% weight front/rear 58/42

Cargo Measurement

Max. Load (lb.) 970
Cargo Volume, cu.ft. 29.5
Towing Capacity (lb.) 2,000

Fuel

Regular
CR overall mpg 24-26

Overall Score	56-57
Predicted Reliability	
Owner Satisfaction	
Road Test Score	76-79
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Hyundai Veloster



The redesigned Veloster hatchback moves from the Accent platform to the more capable Elantra GT platform, yet retains the original car's unique three-door configuration, with the right-side rear door allowing access to the back seat. The 147-hp, 2.0-liter engine gained a bit more power and the Turbo version returns with the same 201 hp as before. The ultimate version will be the Veloster N, a high-performance variant with a 275-hp turbocharged four-cylinder, six-speed manual transmission, and track-tuned suspension and brakes. The new interior features a seven-inch color touch-screen infotainment display and standard Android Auto and Apple CarPlay. Automatic emergency braking and forward-collision warning will be standard on all trims when the Veloster goes on sale this fall.



Base Price: \$18,000–\$25,000E

Body Styles: 3-door hatchback

Trim Lines: Base, N, Premium, Turbo, Turbo R-Spec, Turbo Ultimate

Drive Wheels: Front

Seating: 2 front, 2 rear

Engines: 1.6-liter 4 turbo (201 hp); 2.0-liter 4 (147 hp); 2.0-liter 4 turbo (275 hp)

Transmissions: 6-speed automatic; 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.) 167
Width (in.) 71
Height (in.) 55
Wheelbase (in.) 104
Weight (lb.) 2,855
% weight front/rear NA

Cargo Measurement

Max. Load (lb.) NA
Cargo Volume, cu.ft. 20.0
Towing Capacity (lb.) NR

Fuel

Regular
CR overall mpg NA

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Infiniti Q50



After a recent freshening, the Q50 is now a competitive luxury sports sedan, available in rear- and all-wheel-drive configurations. Opting for the 3.0t version brings a turbocharged V6 engine at the price that most competitors charge for a turbocharged four-cylinder. The V6, combined with the standard seven-speed automatic transmission, makes the Q50 quick and punchy, but fuel economy falls short at 22 mpg overall. Handling is quite nimble, and the ride is compliant. The cabin and backseat are relatively roomy, but the trunk is small, even for this class. Infiniti's touch-screen infotainment system is cumbersome to use, requiring multiple screen taps for simple tasks. A turbo four-cylinder, a hybrid, and a 400-hp turbo V6 are also available.



Base Price: \$34,200–\$52,600
Body Styles: sedan
Trim Lines: 2.0t Luxe, 2.0t Pure, 3.0t Luxe, Hybrid Luxe, Red Sport, Red Sport 400, Sport
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (208 hp); 3.0-liter V6 turbo (300 hp); 3.0-liter V6 turbo (400 hp); 3.5-liter V6 hybrid (360 hp)
Transmissions: 7-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....188
Width (in.).....72
Height (in.).....57
Wheelbase (in.).....112
Weight (lb.).....3,875
% weight front/rear.....57/43

Cargo Measurement

Max. Load (lb.).....900
Cargo Volume, cu.ft.....14.0
Towing Capacity (lb.).....NR

Fuel

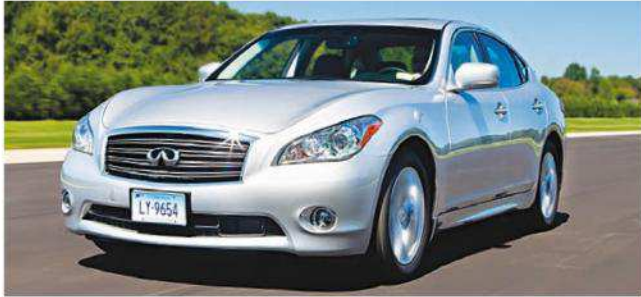
Premium
CR overall mpg.....22

Overall Score	67
Predicted Reliability	⬆
Owner Satisfaction	⬇
Road Test Score	85
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	*
Engine Minor	⬆	⬆	*
Engine Cooling	⬆	⬆	*
Transmission Major	⬆	⬆	*
Transmission Minor	⬆	⬆	*
Drive System	⬆	⬇	*
Fuel System	⬆	⬆	*
Electrical	⬆	⬆	*
Climate System	⬆	⬆	*
Suspension	⬆	⬆	*
Brakes	⬇	⬇	*
Exhaust	⬆	⬆	*
Paint/Trim	⬆	⬆	*
Noises/Leaks	⬆	⬆	*
Body Hardware	⬆	⬇	*
Power Equipment	⬆	⬇	*
In-Car Electronics	⬇	⬇	*
USED CAR VERDICTS	⬇	⬇	
NEW CAR PREDICTION	Worse than average ⬇		

Infiniti Q70



✓ Although long in the tooth, the Q70 is still competitive. The lively 330-hp V6 and smooth seven-speed automatic combine to return 21 mpg overall in our tests. A V8 and a V6 hybrid are also available. Handling is quite agile, and the steering gives good feedback to the driver. The ride is firm and absorbs bumps well, but some competitors have a softer, more luxurious ride. The Q70 is also behind the competition in terms of cabin quietness, partly because of the noticeable engine noise under high revs. Very good interior quality, a roomy rear seat, and easy-to-use controls are positives, although cabin ambience is austere. Blind-spot intervention is optional. An extended-length L version with a roomier rear seat is also available. The Q70 might lack some pizzazz, but it is a less-expensive alternative to its competitors.



Base Price: \$50,100–\$67,400
Body Styles: sedan
Trim Lines: 3.7, 5.6, Hybrid, L
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 hybrid (360 hp); 3.7-liter V6 (330 hp); 5.6-liter V8 (420 hp)
Transmissions: 7-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....195
Width (in.).....73
Height (in.).....59
Wheelbase (in.).....114
Weight (lb.).....3,895
% weight front/rear.....54/46

Cargo Measurement

Max. Load (lb.).....860
Cargo Volume, cu.ft.....15.0
Towing Capacity (lb.).....NR

Fuel

Premium
CR overall mpg.....21-25

Overall Score	83-88
Predicted Reliability	⬆
Owner Satisfaction	⬇
Road Test Score	83-90
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	*	*
Engine Minor	⬆	*	*
Engine Cooling	⬆	*	*
Transmission Major	⬆	*	*
Transmission Minor	⬆	*	*
Drive System	⬆	*	*
Fuel System	⬆	*	*
Electrical	⬆	*	*
Climate System	⬆	*	*
Suspension	⬆	*	*
Brakes	⬆	*	*
Exhaust	⬆	*	*
Paint/Trim	⬆	*	*
Noises/Leaks	⬇	*	*
Body Hardware	⬆	*	*
Power Equipment	⬆	*	*
In-Car Electronics	⬆	*	*
USED CAR VERDICTS	⬆		
NEW CAR PREDICTION	Much better than average ⬆		

Infiniti QX30



Infiniti's small luxury SUV is based on the Mercedes-Benz GLA. The QX30 uses the GLA's 2.0-liter, turbocharged four-cylinder and seven-speed dual-clutch automatic. The SUV is quick, but power delivery is uneven. It feels lethargic at low engine speeds, then the power comes on abruptly. Handling is agile and very secure, but the ride is stiff and choppy. Road noise is pronounced. The cabin is nicely finished and incorporates some Mercedes switches, buttons, and knobs, and uses Infiniti's infotainment system, which is accessed via a small touch screen or a central rotary controller. The rear seat is cramped, and visibility is wanting, particularly to the rear. Available safety features include automatic emergency braking and blind-spot warning.



Base Price: \$29,950–\$38,500

Body Styles: 4-door SUV

Trim Lines: Base, Luxury, Premium, Sport

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (208 hp)

Transmissions: 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	174
Width (in.)	72
Height (in.)	60
Wheelbase (in.)	106
Weight (lb.)	3,540
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	880
Cargo Volume, cu.ft.	21.5
Towing Capacity (lb.)	NR

Fuel

Premium	
CR overall mpg	25

Overall Score	64
Predicted Reliability	1
Owner Satisfaction	1
Road Test Score	71
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

USED CAR VERDICTS

NEW CAR PREDICTION	Average	1
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Infiniti QX50



Based on an all-new platform, the 2019 Infiniti QX50 SUV is wider and taller than the outgoing version, which should translate into more space for up to five passengers. The QX50 is outfitted with a second-row seat that can slide forward or backward to increase rear-seat legroom or cargo room. This new version moves to a front-wheel-drive platform powered by a 268-hp, 2.0-liter turbocharged four-cylinder mated to a continuously variable transmission. All-wheel drive is also available. The QX50 is available with the ProPilot Assist driver-assistance technology on the top Essential trim level. Safety features include forward-collision warning, blind-spot warning, and lane-keeping assist.



Base Price: \$36,550–\$45,150

Body Styles: 4-door SUV

Trim Lines: Essential, Luxe, Pure

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (268 hp)

Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.)	185
Width (in.)	75
Height (in.)	66
Wheelbase (in.)	110
Weight (lb.)	3,950
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	NA
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	NR

Fuel

Premium	
EPA combined mpg	26

Overall Score	NA
Predicted Reliability	1
Owner Satisfaction	1
Road Test Score	NA
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major	*	↑	*
Engine Minor	*	↑	*
Engine Cooling	*	↑	*
Transmission Major	*	↑	*
Transmission Minor	*	↑	*
Drive System	*	↑	*
Fuel System	*	↑	*
Electrical	*	↑	*
Climate System	*	↑	*
Suspension	*	↑	*
Brakes	*	↑	*
Exhaust	*	↑	*
Paint/Trim	*	↑	*
Noises/Leaks	*	↑	*
Body Hardware	*	↑	*
Power Equipment	*	↑	*
In-Car Electronics	*	↓	*

USED CAR VERDICTS

NEW CAR PREDICTION	Average	1
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Infiniti QX60



The midsize QX60 is spacious, quiet, and well-finished, with room for seven but without the bulk of a full-sized SUV. The QX60 is based on the Nissan Pathfinder and has a comfortable ride, but handling lacks agility, making the QX feel rather soft and hesitant when taking corners. The Infiniti's 3.5-liter V6 and continuously variable transmission delivered adequate acceleration and returned a so-so 19 mpg overall on premium fuel. A family-friendly feature allows access to the third row even with a child seat installed in the second row. But the second-row seat cushion is very low, compromising thigh support and forcing passengers to sit with their knees high in the air. As part of a recent freshening, the V6 gained 30 more hp and towing capacity was raised to 5,000 pounds.



Base Price: \$43,100–\$44,900

Body Styles: 4-door SUV

Trim Lines: Base

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear, 2 third

Engines: 3.5-liter V6 (295 hp)

Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.)	196
Width (in.)	77
Height (in.)	68
Wheelbase (in.)	114
Weight (lb.)	4,530
% weight front/rear	55/45

Cargo Measurement

Max. Load (lb.)	1,150
Cargo Volume, cu.ft.	39.0
Towing Capacity (lb.)	5,000

Fuel

Premium	
CR overall mpg	19

Overall Score	64
Predicted Reliability	✓
Owner Satisfaction	✓
Road Test Score	79
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	✓	✓	*
Engine Minor	!	✓	*
Engine Cooling	✓	✓	*
Transmission Major	!	✓	*
Transmission Minor	!	✓	*
Drive System	!	✓	*
Fuel System	✓	✓	*
Electrical	✓	✓	*
Climate System	!	✓	*
Suspension	✓	✓	*
Brakes	!	✓	*
Exhaust	✓	✓	*
Paint/Trim	✗	✓	*
Noises/Leaks	✗	✓	*
Body Hardware	✓	✓	*
Power Equipment	!	✓	*
In-Car Electronics	!	✓	*
USED CAR VERDICTS	✗	✓	
NEW CAR PREDICTION	Worse than average		

Infiniti QX80



Freshened for 2018, the QX80 large SUV has a plush, luxurious, and quiet interior. We liked the supple ride but found this big barge to be ungainly, with cumbersome handling in everyday driving, although it was ultimately secure in emergency maneuvers. The seven-speed automatic and 400-hp, 5.6-liter V8 provide smooth and strong performance, but it chugs premium fuel and returned just 15 mpg overall. The tall step-up to the cabin makes climbing in or out an ungracious affair. Cargo volume is plentiful, and the small, power-folding third-row seat comes in handy to carry two kids. Electronic safety aids include blind-spot warning and rear automatic emergency braking. The Nissan Armada is essentially the same vehicle but costs less.



Base Price: \$64,750–\$67,850

Body Styles: 4-door SUV

Trim Lines: Base

Drive Wheels: Rear, 4WD

Seating: 2 front, 3 rear, 3 third

Engines: 5.6-liter V8 (400 hp)

Transmissions: 7-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	208
Width (in.)	80
Height (in.)	76
Wheelbase (in.)	121
Weight (lb.)	5,990
% weight front/rear	51/49

Cargo Measurement

Max. Load (lb.)	1,590
Cargo Volume, cu.ft.	49.5
Towing Capacity (lb.)	8,500

Fuel

Premium	
CR overall mpg	15

Overall Score	57
Predicted Reliability	✓
Owner Satisfaction	!
Road Test Score	68
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Jaguar E-Pace



Following the success of Jaguar's first sport-utility, the F-Pace, the smaller E-Pace will compete in the increasingly popular luxury compact SUV segment. The E-Pace shares its platform with its corporate cousins, the Land Rover Evoque and Discovery Sport, and offers two turbocharged four-cylinder engines: a base engine with 246-hp, or a 296-hp one in the R-Dynamic version. All versions get a nine-speed automatic transmission and all-wheel drive. Power is ample but the transmission isn't the smoothest. Handling is nimble and enjoyable, but the ride is stiff and busy. The optional glass roof is fixed. There is a 10-inch touch-screen display for the infotainment system. Safety features, such as adaptive cruise control, blind-spot warning, and lane-departure warning, are available.



Base Price: \$38,600-\$53,500

Body Styles: 4-door SUV

Trim Lines: Base, First Edition, HSE, S, SE

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (246 hp); 2.0-liter 4 turbo (296 hp)

Transmissions: 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	173
Width (in.)	82
Height (in.)	65
Wheelbase (in.)	106
Weight (lb.)	4,130
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	NA
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	3,965

Fuel

Premium	
EPA combined mpg	24

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History

Trouble Spots			
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Jaguar F-Pace



Jaguar's first SUV is based on a rear-wheel-drive platform shared with the XE and XF. The F-Pace is quick, thanks to its 340-hp, supercharged 3.0-liter V6, but the omnipresent engine drone quickly becomes tiring. The S uses a 380-hp version of this engine. A 2.0-liter turbo is now the base engine, and a diesel is also available. All versions come with a smooth eight-speed automatic and all-wheel drive. The taut and nimble F-Pace is one of the best-handling SUVs, contributing to the lively driving experience. However, the ride is stiff and choppy. The seats are comfortable, but interior quality isn't as impeccable as in the German competitors. The infotainment system is behind the times, utilizing a slow and fussy touch screen. The A/C system isn't always up to the task. Active safety features are available if you opt for the vision package.



Base Price: \$42,065-\$63,200

Body Styles: 4-door SUV

Trim Lines: Base, Portfolio, Premium, Prestige, R Sport, S

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbodiesel (180 hp); 2.0-liter 4 turbo (247 hp); 2.0-liter 4 turbo (296 hp); 3.0-liter V6 supercharged (340 hp); 3.0-liter V6 supercharged (380 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	186
Width (in.)	87
Height (in.)	66
Wheelbase (in.)	113
Weight (lb.)	4,350
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	960
Cargo Volume, cu.ft.	28.5
Towing Capacity (lb.)	5,290

Fuel

Premium or diesel	
CR overall mpg	20

Overall Score	47
Predicted Reliability	
Owner Satisfaction	
Road Test Score	72
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Jaguar F-Type



Jaguar's two-seat F-Type coupe and convertible are quick, sporty, and capable, with a distinct exhaust bark emanating from the V8. But don't expect tranquility in the mold of the old XK, which was a more luxury-oriented car. Rear-drive V6 models are available with a stiff-shifting six-speed manual transmission. A smooth eight-speed automatic is standard and is the only gearbox available with the V8. All-wheel drive is optional, and electric power steering has replaced the hydraulic setup. The F-Type also gets Jaguar's JustDrive smartphone app, which builds on the new InControl touch-screen infotainment system. The touch screen is rather slow to respond, and the automatic transmission's gear selector is unintuitive. A turbocharged four-cylinder model is new for 2018.



Base Price: \$59,900-\$125,000

Body Styles: convertible; coupe

Trim Lines: 400 SPORT, R, SVR, V6, V6 S

Drive Wheels: Rear, AWD

Seating: 2 front

Engines: 2.0-liter 4 turbo (300 hp);

3.0-liter V6 supercharged (340 hp);

3.0-liter V6 supercharged (380 hp);

3.0-liter V6 supercharged (400 hp);

5.0-liter V8 supercharged (550 hp);

5.0-liter V8 supercharged (575 hp)

Transmissions: 8-speed automatic;

6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.) 176

Width (in.) 74

Height (in.) 52

Wheelbase (in.) 103

Weight (lb.) 3,520

% weight front/rear NA

Cargo Measurement

Max. Load (lb.) 420

Cargo Volume, cu.ft. 7.0

Towing Capacity (lb.) NR

Fuel

Premium

EPA combined mpg 23

Overall Score	NA
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	NA
Crash Prevention	Std./⬇️

Reliability History			
Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average ⬇️		

Jaguar XE



The XE is an athletic compact luxury sports sedan that's fun to drive, thanks to its quick, communicative steering and tight body control. The 2.0-liter, four-cylinder, 247-hp turbo engine is responsive but a bit raspy sounding, and gets 25 mpg when coupled with AWD; it's also available in rear-wheel drive. A diesel engine is available, but it's the 380-hp supercharged V6 that provides real punch. The eight-speed automatic transmission shifts smoothly. The ride is steady yet comfortable. Interior quality, however, is not befitting the class or price, with some cheap touches and sharp edges. The rear seat is extremely tight, and the infotainment system is rather distracting. A host of advanced active safety and driver-assistance features are available.



Base Price: \$35,725-\$59,410

Body Styles: sedan

Trim Lines: Base, Portfolio, Premium, Prestige, R-Sport, S

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbodiesel (180

hp); 2.0-liter 4 turbo (247 hp); 2.0-liter

4 turbo (296 hp); 3.0-liter V6 super-

charged (380 hp)

Transmissions: 8-speed automatic

Overall Score	50
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	69
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average ⬇️		

Facts & Figures

Exterior Dimensions

Length (in.) 184

Width (in.) 77

Height (in.) 56

Wheelbase (in.) 112

Weight (lb.) 3,770

% weight front/rear 53/47

Cargo Measurement

Max. Load (lb.) 825

Cargo Volume, cu.ft. 16.0

Towing Capacity (lb.) NR

Fuel

Premium or diesel

CR overall mpg 25

Jaguar XF



The XF is the sportiest midsize luxury sedan. It's taut and agile, with lively steering, yet possesses a supple and composed ride. The 340-hp supercharged V6 is punchy but may have too much of a growling sound for a luxury car. A more powerful 380-hp version is also available. We got 21 mpg overall with our all-wheel-drive XF. The front and rear seats are very comfortable, and the trunk is large. But interior ambience is a bit austere for a Jaguar, and the standard infotainment system is slow and somewhat fussy. The air-conditioning system is rather wimpy. The 2018 model year brings a new 2.0-liter, turbocharged four-cylinder engine, and a wagon version called Sportbrake with a 380-hp V6 supercharged engine and all-wheel drive.



Base Price: \$47,775-\$71,025

Body Styles: sedan

Trim Lines: Base, Portfolio, Premium, Prestige, R-Sport, S

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbodiesel (180 hp); 2.0-liter 4 turbo (247 hp); 2.0-liter 4 turbo (296 hp); 3.0-liter V6 supercharged (340 hp); 3.0-liter V6 supercharged (380 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 195
Width (in.) 78
Height (in.) 58
Wheelbase (in.) 117
Weight (lb.) 4,175
% weight front/rear 52/48

Cargo Measurement

Max. Load (lb.) 960
Cargo Volume, cu.ft. 19.0
Towing Capacity (lb.) NR

Fuel

Premium or diesel
CR overall mpg. 21

Overall Score	58
Predicted Reliability	
Owner Satisfaction	
Road Test Score	83
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Jaguar XJ



The capable, luxurious XJ has graceful, nimble handling and a supple, steady ride. Its 470-hp V8 engine makes the big sedan very quick, but most versions have the supercharged V6 with all-wheel drive. The plush, quiet interior is crafted with genuine wood trim, copious amounts of leather, and abundant chrome details. But certain controls are confusing. The complex touch screen for the climate, audio, and navigation systems responds slowly and takes some getting used to. Our tested long-wheelbase XJL has a sumptuous backseat, but the low roofline impedes headroom and access, and the trunk is small. A new XJR performance version, along with safety features such as automatic emergency braking and lane-keeping assist, has been added to the 2018 model.



Base Price: \$75,400-\$122,400

Body Styles: sedan

Trim Lines: R-Sport, Supercharged, XJL Portfolio, XJL Supercharged, XJR575

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 3.0-liter V6 supercharged (340 hp); 5.0-liter V8 supercharged (470 hp); 5.0-liter V8 supercharged (575 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 207
Width (in.) 75
Height (in.) 57
Wheelbase (in.) 124
Weight (lb.) 4,200
% weight front/rear 51/49

Cargo Measurement

Max. Load (lb.) 880
Cargo Volume, cu.ft. 15.0
Towing Capacity (lb.) NR

Fuel

Premium
CR overall mpg. 19

Overall Score	58
Predicted Reliability	
Owner Satisfaction	
Road Test Score	82
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Jeep Cherokee



Jeep has freshened its compact Cherokee SUV, replacing the controversial headlights, tweaking the exterior, and adding a turbocharged four-cylinder engine. The base 2.4-liter four-cylinder is slow and returns lousy fuel economy for the class. The 3.2-liter V6 is more appealing. Now, there is a third option, a 270-p, 2.0-liter turbocharged four-cylinder engine. When we originally tested the Cherokee we found the handling competent but short on agility, and the ride jittery. The rear seat is roomy, and controls are intuitive with the Uconnect system. Limited trims can be fitted with high-end amenities. The Trailhawk features some off-road motifs mostly for looks. Available safety systems require buyers invest in an option package or step up a couple trim levels.



Base Price: \$23,695-\$37,695

Body Styles: 4-door SUV

Trim Lines: Latitude, Latitude Plus, Limited, Overland, Trailhawk

Drive Wheels: Front, AWD, 4WD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (270 hp); 2.4-liter 4 (180 hp); 3.2-liter V6 (271 hp)

Transmissions: 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	182
Width (in.)	73
Height (in.)	66
Wheelbase (in.)	106
Weight (lb.)	4,120
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	1,000
Cargo Volume, cu.ft.	31.0
Towing Capacity (lb.)	4,500

Fuel

Regular	
CR overall mpg.	21-22

Overall Score	55-64
Predicted Reliability	I
Owner Satisfaction	✓
Road Test Score	58-71
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	✓	✓	✓
Engine Minor	✓	✓	✓
Engine Cooling	✓	✓	✓
Transmission Major	✓	✓	✓
Transmission Minor	✓	I	✓
Drive System	✓	✓	✓
Fuel System	✓	✓	✓
Electrical	✓	✓	✓
Climate System	✓	✓	✓
Suspension	✓	✓	✓
Brakes	✓	✓	✓
Exhaust	✓	✓	✓
Paint/Trim	✓	✓	✓
Noises/Leaks	✓	I	✓
Body Hardware	✓	✓	✓
Power Equipment	I	✓	✓
In-Car Electronics	✓	✓	✓
USED CAR VERDICTS	✓	I	✓
NEW CAR PREDICTION	Average I		

Jeep Compass



The Compass, which slots above the Renegade and below the Cherokee, is not competitive with its peers. Power comes from a 180-hp, 2.4-liter four-cylinder, an engine we found to be unrefined and sluggish. Most versions have the nine-speed automatic, which is neither smooth nor responsive. Handling isn't agile, although the Jeep is secure when pushed. The ride is rather stiff and jittery. The rear seat is too low and flat. The optional 8.4-inch Uconnect infotainment system is excellent. Available safety features include forward-collision warning, lane-departure warning, and blind-spot warning. The Trailhawk is designed to look more off-road-ready, but the Compass is not intended for such demanding conditions. Overall, other than the allure of the Jeep brand, the Compass trails the competition in several important metrics.



Base Price: \$19,940-\$28,995

Body Styles: 4-door SUV

Trim Lines: Latitude, Limited, Sport, Trailhawk

Drive Wheels: Front, AWD, 4WD

Seating: 2 front, 3 rear

Engines: 2.4-liter 4 (180 hp)

Transmissions: 6-speed automatic; 9-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	173
Width (in.)	74
Height (in.)	65
Wheelbase (in.)	104
Weight (lb.)	3,525
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	860
Cargo Volume, cu.ft.	27.5
Towing Capacity (lb.)	2,000

Fuel

Regular	
CR overall mpg.	24

Overall Score	50
Predicted Reliability	✓
Owner Satisfaction	I
Road Test Score	56
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average ✓		

Jeep Grand Cherokee



The Grand Cherokee has a solid, upscale interior; comfortable seats; and a mostly compliant and controlled ride, all of which endow it with a premium, substantial feel. Handling is competent, fit and finish is excellent, and the eight-speed automatic shifts smoothly. The standard 3.6-liter V6 returned just 18 mpg, though. We also tested the diesel powertrain, which racked up 24 mpg overall. Two V8s, a 5.7-liter and the SRT's 6.4-liter, are optional. The Trackhawk version has a 707-hp, 6.2-liter supercharged V8 engine. The Uconnect infotainment system, with its large, well-labeled touch screen, is one of the best we've tested. Appropriately optioned, the Jeep makes a good tow vehicle or a capable off-roader. Recent updates included engine stop-start for the revised V6, Siri Eyes Free, and an easier-to-use shift lever.



Base Price: \$30,595-\$85,900

Body Styles: 4-door SUV

Trim Lines: Altitude, Laredo, Limited, Overland, SRT, Sterling Edition, Summit, Trackhawk, Trailhawk

Drive Wheels: Rear, 4WD

Seating: 2 front, 3 rear

Engines: 3.0-liter V6 turbodiesel (240 hp); 3.6-liter V6 (295 hp); 5.7-liter V8 (360 hp); 6.2-liter V8 supercharged (707 hp); 6.4-liter V8 (475 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 190
Width (in.) 77
Height (in.) 68
Wheelbase (in.) 115
Weight (lb.) 4,900
% weight front/rear 52/48

Cargo Measurement

Max. Load (lb.) 1,050
Cargo Volume, cu.ft. 36.5
Towing Capacity (lb.) 6,200

Fuel

Regular or premium or diesel

CR overall mpg. 18-24

Overall Score	59-62
Predicted Reliability	
Owner Satisfaction	
Road Test Score	80-84
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Jeep Renegade



Built in Italy, the subcompact Renegade looks enticingly cute but is bogged down by a nine-speed automatic that's neither smooth nor responsive. Fuel economy with the 2.4-liter was 24 mpg overall. Handling is uninspiring, and the ride is unremarkable. Idle vibration and an overly touchy brake pedal also mar the driving experience. The Trailhawk version offers a token amount of off-road capability. Wrangler-like open-air driving is possible with the optional removable sunroofs. Optional safety features include forward-collision and lane-departure warning, blind-spot monitoring, and rear cross-path detection. Chrysler's easy-to-use Uconnect infotainment system is available.



Base Price: \$17,995-\$27,195

Body Styles: 4-door SUV

Trim Lines: Deserthawk, Latitude, Limited, Sport, Trailhawk

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 1.4-liter 4 turbo (160 hp); 2.4-liter 4 (180 hp)

Transmissions: 9-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.) 167
Width (in.) 71
Height (in.) 66
Wheelbase (in.) 101
Weight (lb.) 3,360
% weight front/rear 60/40

Cargo Measurement

Max. Load (lb.) 985
Cargo Volume, cu.ft. 30.5
Towing Capacity (lb.) 2,000

Fuel

Regular

CR overall mpg. 24

Overall Score	44
Predicted Reliability	
Owner Satisfaction	
Road Test Score	56
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Jeep Wrangler JL



The redesigned 2018 Jeep Wrangler JL represents an improvement to the off-roading icon while remaining true to its heritage. The essential Wrangler hallmarks remain, with a body-on-frame construction and solid axles. It is available in two-door and extended-length four-door configurations, and a multitude of options can quickly drive up the price. The eight-speed automatic transmission improves drivability and acceleration. While handling has been improved, it's still ungainly ride is stiff and jiggly, and wind noise is still abundant at highway speeds. Jeep offers blind-spot and rear cross-traffic warnings, but not and other advanced safety features such as automatic emergency braking. A 2.0-liter turbo engine arrives this summer, and a diesel engine will come in 2019. The previous model is still sold as the Wrangler JK.



Base Price: \$23,995-\$37,445
Body Styles: 2-door SUV; 4-door SUV
Trim Lines: Rubicon, Sahara, Sport, Sport S
Drive Wheels: 4WD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (270 hp); 3.0-liter V6 turbodiesel (260 hp); 3.6-liter V6 (285 hp)
Transmissions: 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.) 188
 Width (in.) 74
 Height (in.) 74
 Wheelbase (in.) 118
 Weight (lb.) 4,440
 % weight front/rear 52/48

Cargo Measurement

Max. Load (lb.) 850
 Cargo Volume, cu.ft. NA
 Towing Capacity (lb.) 3,500

Fuel

Regular or premium or diesel
 EPA combined mpg 20

Overall Score	NA
Predicted Reliability	1
Owner Satisfaction	2
Road Test Score	NA
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major	2	2	2
Engine Minor	2	2	2
Engine Cooling	2	2	2
Transmission Major	2	2	2
Transmission Minor	2	2	2
Drive System	2	2	2
Fuel System	2	2	2
Electrical	2	2	2
Climate System	2	2	2
Suspension	2	2	2
Brakes	2	2	2
Exhaust	2	2	2
Paint/Trim	2	2	2
Noises/Leaks	2	2	2
Body Hardware	2	2	2
Power Equipment	2	2	2
In-Car Electronics	2	2	2
USED CAR VERDICTS	2	2	2
NEW CAR PREDICTION	Average	2	2

Kia Cadenza



✓ The Cadenza is a competent large sedan that flies under the radar. It is considerably bigger than the Optima and competes with the Chevrolet Impala and Toyota Avalon. The car is roomy and quiet, with easy-to-use controls. The ride is pleasant enough, though not particularly plush. Handling is secure when the car is pushed to its limits, but the Cadenza is better suited to long-distance cruising. The 290-hp, 3.3-liter V6 is slick and powerful, and the eight-speed automatic shifts smoothly. We got 24 mpg overall. Higher-end Limited versions include additional soft surfaces and more-luxurious leather seats. Automatic emergency braking and lane-departure warning are available, but only in upper trim versions that cross the \$40,000 mark.



Base Price: \$31,990-\$44,390
Body Styles: sedan
Trim Lines: Limited, Premium, Technology
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 3.3-liter V6 (290 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 196
 Width (in.) 74
 Height (in.) 58
 Wheelbase (in.) 112
 Weight (lb.) 3,725
 % weight front/rear 60/40

Cargo Measurement

Max. Load (lb.) 905
 Cargo Volume, cu.ft. 16.0
 Towing Capacity (lb.) NR

Fuel

Regular
 CR overall mpg 24

Overall Score	85
Predicted Reliability	2
Owner Satisfaction	2
Road Test Score	91
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	2	*	*
Engine Minor	2	*	*
Engine Cooling	2	*	*
Transmission Major	2	*	*
Transmission Minor	2	*	*
Drive System	2	*	*
Fuel System	2	*	*
Electrical	2	*	*
Climate System	2	*	*
Suspension	2	*	*
Brakes	2	*	*
Exhaust	2	*	*
Paint/Trim	2	*	*
Noises/Leaks	2	*	*
Body Hardware	2	*	*
Power Equipment	2	*	*
In-Car Electronics	2	*	*
USED CAR VERDICTS	2	2	2
NEW CAR PREDICTION	Better than average	2	2

Kia Forte



✓ Kia's Forte provides generous interior room and a wide assortment of amenities. Our base LX sedan got 33 mpg overall from its 2.0-liter four-cylinder and six-speed automatic. Though the ride soaks up most impacts, it tends to feel a bit too jarring when encountering sharp bumps. Handling is very secure but not particularly agile. The SX hatchback uses a 1.6-liter turbo mated to a seven-speed dual-clutch automated manual gearbox. The spacious interior is quiet for a compact car, and the controls are logically arranged. Available comfort and convenience options include front and rear heated and ventilated seats, and advanced safety features. High-end versions offer leather seats, power-folding mirrors, and other upscale items. A redesigned Forte goes on sale later this year.



Base Price: \$16,600–\$23,900

Body Styles: 4-door hatchback; sedan

Trim Lines: EX, LX, S, SX

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.6-liter 4 turbo (201 hp);

2.0-liter 4 (147 hp); 2.0-liter 4 (164 hp)

Transmissions: 6-speed automatic;

6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)180
Width (in.)70
Height (in.)57
Wheelbase (in.)106
Weight (lb.)2,815
% weight front/rear62/38

Cargo Measurement

Max. Load (lb.)850
Cargo Volume, cu.ft.15.0
Towing Capacity (lb.)NR

Fuel

Regular
CR overall mpg33

Overall Score	78
Predicted Reliability	⬆
Owner Satisfaction	⬇
Road Test Score	80
Crash Prevention	Opt.

Reliability History			
Trouble Spots			
	15	16	17
Engine Major	⬆	⬆	*
Engine Minor	⬆	⬆	*
Engine Cooling	⬆	⬆	*
Transmission Major	⬆	⬆	*
Transmission Minor	⬆	⬆	*
Drive System	⬆	⬆	*
Fuel System	⬆	⬆	*
Electrical	⬆	⬆	*
Climate System	⬆	⬆	*
Suspension	⬆	⬆	*
Brakes	⬆	⬆	*
Exhaust	⬆	⬆	*
Paint/Trim	⬆	⬆	*
Noises/Leaks	⬆	⬆	*
Body Hardware	⬆	⬆	*
Power Equipment	⬆	⬆	*
In-Car Electronics	⬆	⬆	*
USED CAR VERDICTS	⬆	⬆	
NEW CAR PREDICTION	Better than average ⬆		

Kia K900



Kia's flagship is the brand's first rear-drive model and a cousin of the old Hyundai Equus. It is offered with a smooth and punchy 420-hp V8 or a slick 3.8-liter V6, both mated to an eight-speed automatic. The K900 is like a traditional freeway cruiser: more comfortable floating along in a straight line than carving corners. If you're looking for the cushy ride found in old Cadillacs or Oldsmobiles, this may be the car for you. The base infotainment system uses a 9.2-inch screen, and top trims get a 12-inch display. A central controller manages the menus and selections, but it takes some getting used to. The cabin is very roomy. Safety options include forward-collision warning, blind-spot monitoring, and rear cross-traffic alert.



Base Price: \$49,900–\$61,900

Body Styles: sedan

Trim Lines: Luxury, Premium

Drive Wheels: Rear

Seating: 2 front, 3 rear

Engines: 3.8-liter V6 (311 hp); 5.0-liter V8 (420 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)201
Width (in.)75
Height (in.)59
Wheelbase (in.)120
Weight (lb.)4,555
% weight front/rearNA

Cargo Measurement

Max. Load (lb.)905
Cargo Volume, cu.ft.16.0
Towing Capacity (lb.)NR

Fuel

Regular
EPA combined mpg18

Overall Score	NA
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	NA
Crash Prevention	Opt.

Reliability History			
Trouble Spots			
	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average ⬆		

Kia Niro



✓ Kia's five-passenger Niro marries good fuel economy with cargo versatility. This front-wheel-drive hybrid uses a 1.6-liter, four-cylinder engine, which, in conjunction with the electric drive unit, puts out a combined 139 hp. This combo is mated to a six-speed dual-clutch transmission. Having the lithium-ion battery located under the rear seat creates a flat cargo floor when the rear seats are folded. We got 43 mpg overall, which is good but not as impressive as the Hyundai Ioniq or Toyota Prius. The handling lacks agility, and the ride is a bit choppy. The optional power driver seat provides better support than the standard seats. A suite of advanced safety features is available, including automatic emergency braking, blind-spot warning, and rear cross-traffic warning, but that tends to push the price to above \$30,000.



Base Price: \$22,890–\$29,650
Body Styles: wagon
Trim Lines: EX, EX Premium, FE, LX, Plug-in Hybrid, Touring
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 hybrid (139 hp)
Transmissions: 6-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)..... 172
 Width (in.)..... 71
 Height (in.)..... 60
 Wheelbase (in.)..... 106
 Weight (lb.)..... 3,155
 % weight front/rear..... 61/39

Cargo Measurement

Max. Load (lb.)..... 850
 Cargo Volume, cu.ft..... 26.5
 Towing Capacity (lb.)..... NR

Fuel

Regular
 CR overall mpg..... 43

Overall Score	73
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	65
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			⬆️
Engine Minor			⬆️
Engine Cooling			⬆️
Transmission Major			⬆️
Transmission Minor			⬆️
Drive System			⬆️
Fuel System			⬆️
Electrical			⬆️
Climate System			⬆️
Suspension			⬆️
Brakes			⬆️
Exhaust			⬆️
Paint/Trim			⬆️
Noises/Leaks			⬆️
Body Hardware			⬆️
Power Equipment			⬆️
In-Car Electronics			⬆️
USED CAR VERDICTS			⬆️
NEW CAR PREDICTION	Much better than average		

Kia Optima



✓ Kia's midsize sedan packs a lot of substance and value. It drives nicely, with a firm yet absorbent ride and responsive, secure handling. The 2.4-liter four-cylinder is pleasant and returned 28 mpg overall in our tests; the uplevel 2.0-liter turbo-four packs more punch. A 1.6-liter four-cylinder mated to a seven-speed dual-clutch transmission is also available. Both hybrid and plug-in hybrid versions are available. The EX trim features comfortable leather seats, automatic climate control, a roomy rear seat, and heating for the seats and steering wheel. The controls are very intuitive to use, but the low-mounted dash vents tend to blow more air on your hands. Blind-spot warning and rear cross-traffic warning are standard. But forward-collision warning and automatic emergency braking are optional and only on top trims.



Base Price: \$22,500–\$36,090
Body Styles: sedan
Trim Lines: EX, Hybrid, Hybrid EX, LX, Plug-in EX, S, SX, SX Limited
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 turbo (178 hp); 2.0-liter 4 hybrid (193 hp); 2.0-liter 4 electric (202 hp); 2.0-liter 4 turbo (245 hp); 2.4-liter 4 (185 hp)
Transmissions: 6-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)..... 191
 Width (in.)..... 73
 Height (in.)..... 58
 Wheelbase (in.)..... 110
 Weight (lb.)..... 3,300
 % weight front/rear..... 61/39

Cargo Measurement

Max. Load (lb.)..... 905
 Cargo Volume, cu.ft..... 16.0
 Towing Capacity (lb.)..... NR

Fuel

Regular
 CR overall mpg..... 28

Overall Score	81
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	86
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Better than average		

Kia Rio



With its all-new platform, the fourth-generation Rio sedan and hatchback sit lower, wider, and slightly longer than before. The changes bring increased passenger space for both the front and rear seats. The top-level EX trim brings a 7-inch touch-screen infotainment system, along with voice recognition, and Android Auto and Apple CarPlay compatibility. The 1.6-liter, four-cylinder engine essentially carries over. This engine does the job, but acceleration feels leisurely and the engine growls unpleasantly. The ride is very stiff and among the worst we've recently experienced. Road noise is pronounced. Transmission choices remain a six-speed manual or automatic. Automatic emergency braking for city/urban speeds is available only on the top trim level.



Base Price: \$13,900–\$18,700

Body Styles: 4-door hatchback; sedan

Trim Lines: EX, LX, S

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.6-liter 4 (130 hp)

Transmissions: 6-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.) 173
Width (in.)68
Height (in.)57
Wheelbase (in.) 102
Weight (lb.) 2,575
% weight front/rear 61/39

Cargo Measurement

Max. Load (lb.) 850
Cargo Volume, cu.ft. 14.0
Towing Capacity (lb.) NR

Fuel

Regular
EPA combined mpg 32

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION

Average

Kia Sedona



The Sedona is available in seven- or eight-passenger seating capacities. Under the hood is a smooth and refined 276-hp, 3.3-liter V6 engine matched with a six-speed automatic. The roomy cabin is quiet, but the ride is overly stiff and falls far short of the Chrysler Pacifica, Honda Odyssey, and Toyota Sienna. The Sedona is not enjoyable to drive. Its handling is rather ungainly, though ultimately secure. The interior is nicely finished and inviting, with a new front console that provides handy concealed storage. The very comfortable second-row seats neither fold flat nor are removable, cutting into cargo capacity. Available safety features include forward-collision warning and blind-spot and cross-traffic alert systems.



Base Price: \$26,900–\$41,900

Body Styles: minivan

Trim Lines: EX, L, LX, SX, SX Limited

Drive Wheels: Front

Seating: 2 front, 3 rear, 3 third

Engines: 3.3-liter V6 (276 hp)

Transmissions: 6-speed automatic

Overall Score	72
Predicted Reliability	
Owner Satisfaction	
Road Test Score	70
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

Facts & Figures

Exterior Dimensions

Length (in.) 201
Width (in.)78
Height (in.)69
Wheelbase (in.) 121
Weight (lb.) 4,595
% weight front/rear 56/44

Cargo Measurement

Max. Load (lb.) 1,325
Cargo Volume, cu.ft. 46.0
Towing Capacity (lb.) 3,500

Fuel

Regular
CR overall mpg 20

USED CAR VERDICTS

NEW CAR PREDICTION

Better than average

Kia Sorento



✓ The Sorento is functional and refined, and its wide price range makes it an alternative to small and midsize SUVs. Three engines are available: the base 185-hp, 2.4-liter four-cylinder; a 240-hp, 2.0-liter turbo-four; and the smooth and quiet 290-hp, 3.3-liter V6. For 2018 the six-speed automatic has been updated, and a new eight-speed automatic will arrive in early 2018. The cabin is quiet, and the ride is comfortable and composed. Handling is responsive and secure. Supportive seats and simple controls help make the Sorento easy to live with. Available safety gear includes forward-collision warning, blind-spot detection, and rear cross-traffic alert, as well as a surround-view monitor. Good crash-test results are a plus.



Base Price: \$25,600-\$45,900
Body Styles: 4-door SUV
Trim Lines: EX, L, LX, SX, SX-Limited
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 turbo (240 hp); 2.4-liter 4 (185 hp); 3.3-liter V6 (290 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 187
 Width (in.) 74
 Height (in.) 66
 Wheelbase (in.) 109
 Weight (lb.) 4,175
 % weight front/rear 56/44

Cargo Measurement

Max. Load (lb.) 1,120
 Cargo Volume, cu.ft. 37.5
 Towing Capacity (lb.) 5,000

Fuel

Regular
 CR overall mpg 21

Overall Score	78
Predicted Reliability	1
Owner Satisfaction	▲
Road Test Score	84
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	▲	▲	▲
Engine Minor	▲	▲	▲
Engine Cooling	▲	▲	▲
Transmission Major	▲	▲	▲
Transmission Minor	▲	▲	▲
Drive System	▲	▲	▲
Fuel System	▲	▲	▲
Electrical	▲	▲	▲
Climate System	▲	▲	▲
Suspension	▲	▲	▲
Brakes	▲	▲	▲
Exhaust	▲	▲	▲
Paint/Trim	▲	▲	▲
Noises/Leaks	▲	▲	▲
Body Hardware	▲	▲	▲
Power Equipment	▲	▲	▲
In-Car Electronics	▲	▲	▲
USED CAR VERDICTS	▲	▲	1
NEW CAR PREDICTION	Average 1		

Kia Soul



✓ There is more to the boxy Soul than quirky styling. It packs abundant interior space, with chairlike seats and big windows providing an excellent view out. Though fundamentally a budget hatchback, the Soul can function as an SUV alternative. The driving experience isn't special: The ride is stiff, and handling is sound but unexceptional. Power delivery from the 2.0-liter four-cylinder feels just adequate, and its 26 mpg overall is not outstanding. A more powerful 201-hp, 1.6-liter turbo four-cylinder is available, as is a fully electric Soul. An extensive options list includes heated seats and touch-screen navigation. Available safety gear includes automatic emergency braking, forward-collision warning, and lane-departure warning, but only on select trims.



Base Price: \$16,100-\$35,950
Body Styles: wagon
Trim Lines: I, Base, EV, EV Plus, Plus
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: Electric (109 hp); 1.6-liter 4 (130 hp); 1.6-liter 4 turbo (201 hp); 2.0-liter 4 (161 hp)
Transmissions: 6-speed automatic; 6-speed manual; 7-speed sequential; 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.) 163
 Width (in.) 71
 Height (in.) 63
 Wheelbase (in.) 101
 Weight (lb.) 3,055
 % weight front/rear 61/39

Cargo Measurement

Max. Load (lb.) 825
 Cargo Volume, cu.ft. 24.5
 Towing Capacity (lb.) NR

Fuel

Regular or electric
 CR overall mpg 26

Overall Score	74
Predicted Reliability	▲
Owner Satisfaction	▲
Road Test Score	74
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	▲	▲	*
Engine Minor	▲	▲	*
Engine Cooling	▲	▲	*
Transmission Major	▲	▲	*
Transmission Minor	▲	▲	*
Drive System	▲	▲	*
Fuel System	▲	▲	*
Electrical	▲	▲	*
Climate System	▲	▲	*
Suspension	▲	▲	*
Brakes	▲	▲	*
Exhaust	▲	▲	*
Paint/Trim	▲	▲	*
Noises/Leaks	▲	▲	*
Body Hardware	▲	▲	*
Power Equipment	▲	▲	*
In-Car Electronics	▲	▲	*
USED CAR VERDICTS	▲	▲	▲
NEW CAR PREDICTION	Better than average ▲		

Kia Sportage



✓ The Sportage is a stylish and mildly sporty choice among small SUVs. Most versions are equipped with a 2.4-liter four-cylinder, and the top-trim SX version boasts a more powerful 2.0-liter turbocharged four-cylinder. Both engines are mated to a smooth six-speed automatic transmission. Though a touch firm, the ride is composed and handling is responsive. Unlike the similar Hyundai Tucson, the Sportage benefits from the pairing of a larger engine and a conventional automatic transmission, which combine to give it smoother power delivery. While the controls are easy to use, visibility to the rear and side is hampered by the thick rear roof pillars. The rear seat is roomy and has an almost flat floor. The Sportage scored a Good in the IIHS small-overlap crash test.



Base Price: \$23,200–\$34,200
Body Styles: 4-door SUV
Trim Lines: EX, LX, SX
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (240 hp); 2.4-liter 4 (181 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 176
 Width (in.) 73
 Height (in.) 64
 Wheelbase (in.) 105
 Weight (lb.) 3,485
 % weight front/rear 59/41

Cargo Measurement

Max. Load (lb.) 970
 Cargo Volume, cu.ft. 29.5
 Towing Capacity (lb.) 2,000

Fuel

Regular
 CR overall mpg 23

Overall Score	71
Predicted Reliability	
Owner Satisfaction	
Road Test Score	78
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Kia Stinger



Yes, the car brand known for practical transportation and value has boldly stretched into sports sedan territory with the Stinger, a slick four-door with a rear hatch. Two engines are offered: a standard 255-hp, 2.0-liter turbo four-cylinder; and a punchy 365-hp, 3.3-liter twin-turbo V6. In our tests the four-cylinder supplied decent punch, and returned 23 mpg overall. The Stinger is a rear-drive car, and all-wheel drive is optional. It has nimble and playful handling, but the ride is stiff and a bit unsettled. The interior is roomy though too low for easy access. Most controls are fairly easy to use, except for the hard-to-reach touch screen and electronic shifter on the top-level GT2 version. Forward-collision warning, automatic emergency braking, and blind-spot warning are available, but it's hard to find a Stinger equipped with these options on dealer lots.



Base Price: \$31,900–\$51,400
Body Styles: 4-door hatchback
Trim Lines: Base, GT, GT1, GT2, Premium
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (255 hp); 3.3-liter V6 turbo (365 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 190
 Width (in.) 74
 Height (in.) 55
 Wheelbase (in.) 114
 Weight (lb.) 3,910
 % weight front/rear 52/48

Cargo Measurement

Max. Load (lb.) 930
 Cargo Volume, cu.ft. 23.0
 Towing Capacity (lb.) NR

Fuel

Premium
 CR overall mpg 23

Overall Score	69
Predicted Reliability	
Owner Satisfaction	
Road Test Score	75
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Land Rover Discovery



The Discovery is a luxury three-row SUV that blends on-road refinement with off-road and towing prowess. We found that the 340-hp, 3.0-liter supercharged V6 engine provides ample power and that the eight-speed automatic transmission shifts smoothly, but this combo returned a mere 17 mpg overall in our tests. A 254-hp, 3.0-liter turbodiesel V6 is also available. The second row can fit three adults, but it is too low for optimal comfort, and accessing the tight third-row seat is a slow, awkward process. While the optional air suspension makes the ride mostly steady, the Disco is a bit lumbering in corners. Controls can be confusing, but the front seats are very comfortable and the quiet cabin is nicely furnished. A special off-road version, the SVX, has a 5.0-liter supercharged V8 engine arrives in early 2018.



Base Price: \$49,990-\$73,950

Body Styles: 4-door SUV

Trim Lines: First Edition, HSE, HSE Luxury, SE

Drive Wheels: 4WD

Seating: 2 front, 3 rear, 2 third

Engines: 3.0-liter V6 turbodiesel (254 hp); 3.0-liter V6 supercharged (340 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	196
Width (in.)	82
Height (in.)	74
Wheelbase (in.)	115
Weight (lb.)	5,405
% weight front/rear	48/52
Cargo Measurement	
Max. Load (lb.)	1,200
Cargo Volume, cu.ft.	42.5
Towing Capacity (lb.)	8,200

Fuel

Premium or diesel	
CR overall mpg	17

Overall Score	47
Predicted Reliability	⬇️
Owner Satisfaction	1
Road Test Score	71
Crash Prevention	Std./1

Reliability History

Trouble Spots			
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION			
Much worse than average			⬇️

Land Rover Discovery Sport



For a vehicle coming from the storied Land Rover brand, one would expect a more regal entry into the hot luxury-compact-SUV market segment. Instead, the Discovery Sport struggles in comparisons against even mass-market small SUVs. Power delivery from the turbo four-cylinder is spiky, with either too little or too much acceleration, and the transmission is neither smooth nor responsive. The Sport proved capable off-road, commendably ascending our rock hill. But the on-road ride is stiff, and handling is far from sporty. The austere cabin is rather plain for this luxury brand, and the infotainment system is slow to respond. To its credit, the Disco Sport has a roomy rear seat. A stronger 286-hp engine is new for 2018.



Base Price: \$37,695-\$52,895

Body Styles: 4-door SUV

Trim Lines: HSE, HSE Lux, SE

Drive Wheels: AWD

Seating: 2 front, 3 rear, 2 third

Engines: 2.0-liter 4 turbo (237 hp); 2.0-liter 4 turbo (286 hp)

Transmissions: 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	181
Width (in.)	82
Height (in.)	68
Wheelbase (in.)	108
Weight (lb.)	4,325
% weight front/rear	56/44
Cargo Measurement	
Max. Load (lb.)	935
Cargo Volume, cu.ft.	33.0
Towing Capacity (lb.)	4,410

Fuel

Premium	
CR overall mpg	21

Overall Score	39
Predicted Reliability	⬇️
Owner Satisfaction	1
Road Test Score	58
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION			
Much worse than average			⬇️

Land Rover Range Rover



Owners of any ultraluxury sedan will feel right at home in the Range Rover. The supercharged V6 and excellent eight-speed automatic provide effortless motivation, and the air suspension swallows up bumps with ease. Handling is secure but not sporty and with noticeable body lean. We averaged 17 mpg overall, which isn't great but is better than certain rivals. Terrain-coping mechanisms and adjustable ride height give it standout off-road abilities, as well as the ability to lower the body for easier cabin access. Interior furnishings and seats are first-rate, but the sleek-looking dual-screen control system is distracting, and simple tasks require extra, unneeded steps. The 254-hp turbodiesel V6 is well-mannered and provides ample power. A plug-in hybrid is available as a 2019 model.



Base Price: \$87,350–\$207,900

Body Styles: 4-door SUV

Trim Lines: Autobiography, HSE, SE, Supercharged, SVAutobiography, SVAutobiography Dynamic

Drive Wheels: 4WD

Seating: 2 front, 3 rear

Engines: 3.0-liter V6 turbodiesel (254 hp); 3.0-liter V6 supercharged (340 hp); 3.0-liter V6 supercharged (380 hp); 5.0-liter V8 supercharged (518 hp); 5.0-liter V8 supercharged (557 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 197
Width (in.) 78
Height (in.) 72
Wheelbase (in.) 115
Weight (lb.) 5,300
% weight front/rear 50/50

Cargo Measurement

Max. Load (lb.) 960
Cargo Volume, cu.ft. 34.5
Towing Capacity (lb.) 7,715

Fuel

Premium or diesel
CR overall mpg 17

Overall Score	52
Predicted Reliability	
Owner Satisfaction	
Road Test Score	78
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION Much worse than average

Land Rover Range Rover Evoque



Overall, the Evoque is more about style than function. We tested a four-door Evoque with the old six-speed automatic and got 21 mpg overall. The now-standard nine-speed automatic was neither smooth nor responsive in the similar Discovery Sport we tested. The Evoque's ride is choppy, and noise levels are elevated. Interior room and visibility are sacrificed for the striking silhouette. Controls are a bit quirky. Handling is sprightly but becomes disconcerting at the limits. The Evoque's Terrain Response system facilitates moderate off-road capability. Updates include optional lane-keeping assist, the addition of the InControl infotainment system, and new seats, and a more powerful, 286-hp engine is new for 2018.



Base Price: \$41,800–\$65,500

Body Styles: 2-door SUV; 4-door SUV; convertible

Trim Lines: Autobiography, HSE, HSE Dynamic, Landmark Edition, SE, SE Dynamic, SE Premium

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (237 hp); 2.0-liter 4 turbo (286 hp)

Transmissions: 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 172
Width (in.) 77
Height (in.) 64
Wheelbase (in.) 105
Weight (lb.) 3,940
% weight front/rear 59/41

Cargo Measurement

Max. Load (lb.) 1,025
Cargo Volume, cu.ft. 25.5
Towing Capacity (lb.) 3,500

Fuel

Premium
EPA combined mpg 24

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION Much worse than average

Land Rover Range Rover Sport



Though the Sport has a level of interior plushness similar to that of the stately Range Rover it is based on, it focuses more on handling prowess and less on ride comfort and off-road ability. Low-range gearing is optional. Power comes from a strong supercharged V6 or V8 engine mated to an eight-speed automatic. The Sport delivers an engaging driving experience, with taut, agile handling, but the ride is stiff and choppy and the exhaust note is over the top. Some controls are behind the times, and the gear selector is unintuitive. Rear-seat room is generous, but the optional third-row seat is tiny. A 254-hp, 3.0-liter V6 diesel and a stronger SVR V8 are available. A P400e Plug-in Hybrid is available as a 2019 model.



Base Price: \$66,750-\$113,600

Body Styles: 4-door SUV

Trim Lines: Autobiography Dynamic, HSE, HSE Dynamic, SE, SVR

Drive Wheels: 4WD

Seating: 2 front, 3 rear, 2 third

Engines: 3.0-liter V6 turbodiesel (254 hp); 3.0-liter V6 supercharged (340 hp); 3.0-liter V6 supercharged (380 hp); 5.0-liter V8 supercharged (518 hp); 5.0-liter V8 supercharged (575 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	191
Width (in.)	78
Height (in.)	70
Wheelbase (in.)	115
Weight (lb.)	5,255
% weight front/rear	49/51

Cargo Measurement

Max. Load (lb.)	1,345
Cargo Volume, cu.ft.	31.5
Towing Capacity (lb.)	7,715

Fuel

Premium or diesel	
CR overall mpg	18

Overall Score	50
Predicted Reliability	⬇️
Owner Satisfaction	1
Road Test Score	73
Crash Prevention	Std./1

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION	Much worse than average
	⬇️

Land Rover Range Rover Velar



The new Velar shares its fundamentals with the Jaguar F-Pace, putting a greater emphasis on sport rather than Land Rover's traditional off-road prowess. Three powertrains are offered, including a 2.0-liter four-cylinder diesel, a supercharged 3.0-liter gas V6, and a 2.0-liter turbocharged four-cylinder that delivers ample power. Handling is taut and agile, but the ride is rather stiff. Dominating the dash in the quiet cabin is an infotainment system with two touch screens. But the bottom screen, which houses the climate and other controls, is mounted too low to easily use. Plus, the system requires too many extra steps to accomplish simple tasks. Automatic emergency braking with pedestrian detection is standard.



Base Price: \$49,900-\$89,300

Body Styles: 4-door SUV

Trim Lines: Base, First Edition, R-Dynamic, S, SE

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbodiesel (180 hp); 2.0-liter 4 turbo (247 hp); 3.0-liter V6 supercharged (380 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	189
Width (in.)	80
Height (in.)	66
Wheelbase (in.)	113
Weight (lb.)	4,350
% weight front/rear	50/50

Cargo Measurement

Max. Load (lb.)	825
Cargo Volume, cu.ft.	29.0
Towing Capacity (lb.)	5,500

Fuel

Premium or diesel	
CR overall mpg	21

Overall Score	51
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	76
Crash Prevention	Std./1

Reliability History

Trouble Spots			
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

USED CAR VERDICTS

NEW CAR PREDICTION	Much worse than average
	⬇️

Lexus ES



✓ The Lexus ES has sound handling but falls short of being engaging or fun. Uncharacteristic for Lexus, the ride is on the stiff side, and the optional 18-inch wheels make it worse. It feels more like a family sedan than a luxury car. The powerful 3.5-liter V6 and six-speed automatic got a good 25 mpg overall. But we find the hybrid more appealing, thanks to its combination of size and fuel economy, returning a class-leading 36 mpg overall and 44 on the highway in our tests. Inside, the quiet cabin makes a good first impression, but it has some cheap touches. The mouselike infotainment interface is distracting and convoluted. Most drivers will have a decent fit behind the wheel, but the interior falls short of being truly spacious. Automatic emergency braking and lane-departure warning are standard.



Base Price: \$38,900–\$41,820

Body Styles: sedan

Trim Lines: 300h, 350

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 2.5-liter 4 hybrid (200 hp); 3.5-liter V6 (268 hp)

Transmissions: 6-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.) 193
Width (in.) 72
Height (in.) 57
Wheelbase (in.) 111
Weight (lb.) 3,575
% weight front/rear 61/39

Cargo Measurement

Max. Load (lb.) 905
Cargo Volume, cu.ft. 15.0
Towing Capacity (lb.) NR

Fuel

Regular
CR overall mpg 25-36

Overall Score	83-84
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	77-78
Crash Prevention	Std./⬆

Reliability History			
Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Much better than average		

Lexus GS



✓ The GS competes well, delivering a balanced combination of ride, handling, quietness, and roominess. Engaging to drive, the car's good handling and taut yet supple ride fare well against German rivals. Its strong 3.5-liter V6 returned 21 mpg overall in our tests. Base models, named GS 300, use a less exciting 241-hp turbo four-cylinder. Rear-drive versions get an eight-speed automatic, and AWD versions get a six-speed automatic. A hybrid with a CVT is also available. Interior space is on par for the class, and the cabin is nicely furnished. A distracting mouselike controller works the infotainment system. A high-performance GS F with a 467-hp V8 is also available. The Lexus Safety System+ is standard, and it includes automatic emergency braking and blind-spot monitoring.



Base Price: \$46,310–\$83,940

Body Styles: sedan

Trim Lines: 300, 350, 450h, F, F Sport

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (241 hp); 3.5-liter V6 (311 hp); 3.5-liter V6 hybrid (338 hp); 5.0-liter V8 (467 hp)

Transmissions: 6-speed automatic; 8-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.) 192
Width (in.) 72
Height (in.) 57
Wheelbase (in.) 112
Weight (lb.) 3,845
% weight front/rear 52/48

Cargo Measurement

Max. Load (lb.) 825
Cargo Volume, cu.ft. 16.0
Towing Capacity (lb.) NR

Fuel

Premium
CR overall mpg 21

Overall Score	86
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	83
Crash Prevention	Std./⬆

Reliability History			
Trouble Spots	15	16	17
Engine Major	⬆	⬆	*
Engine Minor	⬆	⬆	*
Engine Cooling	⬆	⬆	*
Transmission Major	⬆	⬆	*
Transmission Minor	⬆	⬆	*
Drive System	⬆	⬆	*
Fuel System	⬆	⬆	*
Electrical	⬆	⬆	*
Climate System	⬆	⬆	*
Suspension	⬆	⬆	*
Brakes	⬆	⬆	*
Exhaust	⬆	⬆	*
Paint/Trim	⬆	⬆	*
Noises/Leaks	⬆	⬆	*
Body Hardware	⬆	⬆	*
Power Equipment	⬆	⬆	*
In-Car Electronics	⬆	⬆	*
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Much better than average		

Lexus GX



Like its Toyota 4Runner corporate cousin, the GX 460 is among the few remaining old-school SUVs that use a body-on-frame design. It is very quiet and quick for a hulking brute, yet the GX is highly capable off-road and has a 6,500-pound tow rating. The 4.6-liter V8 engine and six-speed automatic make for a slick powertrain but got a paltry 17 mpg overall. Handling is lumbering but ultimately secure. The ride is very comfortable, especially at low speeds, although the body tends to jostle when driving over uneven pavement. Inside, the cabin is plush and well-finished. Drivers of almost any height should find a good driving position. There's plenty of space all around and a commanding view out. The small third-row seat folds neatly into the floor when it's not in use, but the side-swinging rear door can be inconvenient at times.



Base Price: \$51,680-\$63,380
Body Styles: 4-door SUV
Trim Lines: 460, 460 Luxury, 460 Premium
Drive Wheels: 4WD
Seating: 2 front, 3 rear, 2 third
Engines: 4.6-liter V8 (301 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....192
 Width (in.).....74
 Height (in.).....74
 Wheelbase (in.).....110
 Weight (lb.).....5,170
 % weight front/rear.....52/48

Cargo Measurement

Max. Load (lb.).....1,155
 Cargo Volume, cu.ft.....36.5
 Towing Capacity (lb.).....6,500

Fuel

Premium
 CR overall mpg.....17

Overall Score	65
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	70
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬆️	⬆️	*
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Average ⬆️		

Lexus IS



In our tests, the IS came up short as a sports sedan. Handling is secure but not engaging enough to run with the best in the class. Ride comfort is neither tied-down nor plush. Even the punchy IS 350 is underwhelming to drive. A 260-hp V6 powers the IS 300, which gives it more zip, but its fuel economy of 20 mpg overall is uncompetitive in the class. Plus, the interior is extremely cramped, and getting in and out is an ungraceful chore. The IS interior is generally well-finished, but it has room for improvement, especially the tight driver's cockpit. All-wheel-drive versions have a pronounced hump by the driver's right leg. The mouselike infotainment controller is distracting to use. Two adults will fit in the snug rear seat, but there isn't much head- or legroom to spare. A 2.0-liter turbo four-cylinder is available, but only in rear-wheel drive.



Base Price: \$38,210-\$46,360
Body Styles: sedan
Trim Lines: 300, 300 F Sport, 350, 350 F Sport
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (241 hp); 3.5-liter V6 (260 hp); 3.5-liter V6 (311 hp)
Transmissions: 6-speed automatic; 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....184
 Width (in.).....71
 Height (in.).....56
 Wheelbase (in.).....110
 Weight (lb.).....3,850
 % weight front/rear.....55/45

Cargo Measurement

Max. Load (lb.).....825
 Cargo Volume, cu.ft.....14.0
 Towing Capacity (lb.).....NR

Fuel

Premium
 CR overall mpg.....20

Overall Score	67
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	56
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬆️	⬆️	*
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Much better than average ⬆️		

Lexus LC



The Lexus LC 500, a 2+2 coupe, is the luxury brand's halo car. The 5.0-liter V8 engine is borrowed from the high-performance GS F sedan and RC F coupe, generating 471 hp. Power is sent to the rear wheels through a 10-speed automatic transmission, enabling a claimed 0-60 mph sprint of less than 4.5 seconds. This version of the LC has enjoyable levels of performance, driving engagement, and engine/exhaust sounds. A 3.5-liter V6 hybrid version is also available and it has several driving modes that range from a docile electric drive to a more spirited demeanor. Unlike other Toyota hybrids, the transmission mimics gear changes. Handling is agile, and the ride isn't too taxing. The controls are very unintuitive. A convertible version may follow.



Base Price: \$92,000-\$96,510

Body Styles: coupe

Trim Lines: 500, 500h

Drive Wheels: Rear

Seating: 2 front, 2 rear

Engines: 3.5-liter V6 hybrid (354 hp);
5.0-liter V8 (471 hp)

Transmissions: 10-speed automatic;
CVT

Facts & Figures

Exterior Dimensions

Length (in.)	187
Width (in.)	76
Height (in.)	53
Wheelbase (in.)	113
Weight (lb.)	4,280
% weight front/rear	54/46
Cargo Measurement	
Max. Load (lb.)	720
Cargo Volume, cu.ft.	5.0
Towing Capacity (lb.)	NR

Fuel

Premium	
EPA combined mpg	19

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

USED CAR VERDICTS

NEW CAR PREDICTION	Better than average
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Lexus LS



The 2018 Lexus LS brings high standards of luxury, technology, and sophistication. The new LS is longer and lower, and it's still offered with rear- and all-wheel drive. The standard drivetrain is an all-new twin-turbo 416-hp, 3.5-liter V6 hooked up to a 10-speed automatic transmission, which delivers power smoothly. A hybrid is also available. Handling is responsive, with less body roll and quicker steering than in past generations. But the ride is also less plush, particularly on the low-profile tires. An air suspension is optional. The cabin is nicely trimmed and luxurious front and rear, but the controls are extremely convoluted. Lexus has gone gadget crazy, compromising its former elegant simplicity of a relaxing motoring experience toward a showboat that is likely to frustrate traditional customers.



Base Price: \$75,000-\$82,730

Body Styles: sedan

Trim Lines: 500, 500h, F Sport

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 3.5-liter V6 hybrid (354 hp);
3.5-liter V6 turbo (416 hp)

Transmissions: 10-speed automatic;
CVT

Facts & Figures

Exterior Dimensions

Length (in.)	206
Width (in.)	75
Height (in.)	58
Wheelbase (in.)	123
Weight (lb.)	4,905
% weight front/rear	53/47
Cargo Measurement	
Max. Load (lb.)	870
Cargo Volume, cu.ft.	17.0
Towing Capacity (lb.)	NR

Fuel

Premium	
EPA combined mpg	21

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

USED CAR VERDICTS

NEW CAR PREDICTION	Better than average
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Lexus LX



This luxury SUV is based on the Toyota Land Cruiser, itself quite plush and upscale. Power comes from a strong 5.7-liter V8 shared with the Tundra pickup. This engine got only 14 mpg overall in the Land Cruiser we tested. The LX has a comfortable ride and a quiet, plush, and well-assembled cabin. Handling is lackluster but ultimately secure, and the LX is very capable off-road. Like the Toyota, the LX has an off-road crawl mode that manages throttle and braking over tough terrain. The height-adjustable suspension further enables the LX to traverse off-road. But the power-folding third-row seat folds up to the sides, limiting cargo space. The Lexus Safety System+, which includes automatic emergency braking and lane-departure warning, is standard. A five-passenger version is new for 2018.



Base Price: \$85,380–\$90,380

Body Styles: 4-door SUV

Trim Lines: 570

Drive Wheels: 4WD

Seating: 2 front, 3 rear, 3 third

Engines: 5.7-liter V8 (383 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	200
Width (in.)	78
Height (in.)	75
Wheelbase (in.)	112
Weight (lb.)	6,000
% weight front/rear	51/49

Cargo Measurement

Max. Load (lb.)	1,385
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	7,000

Fuel

Premium	
EPA combined mpg	15

Overall Score	NA
Predicted Reliability	⬆
Owner Satisfaction	⬇
Road Test Score	NA
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	*
Engine Minor	⬇	⬆	*
Engine Cooling	⬆	⬆	*
Transmission Major	⬆	⬆	*
Transmission Minor	⬇	⬆	*
Drive System	⬇	⬆	*
Fuel System	⬆	⬇	*
Electrical	⬆	⬆	*
Climate System	⬆	⬆	*
Suspension	⬆	⬆	*
Brakes	⬆	⬆	*
Exhaust	⬆	⬆	*
Paint/Trim	⬆	⬆	*
Noises/Leaks	⬆	⬇	*
Body Hardware	⬆	⬆	*
Power Equipment	⬆	⬆	*
In-Car Electronics	⬆	⬇	*
USED CAR VERDICTS	⬆	⬇	
NEW CAR PREDICTION	Better than average ⬆		

Lexus NX



✓ The compact NX delivers a less opulent driving experience than the typical Lexus. Handling is responsive, but the ride is rather firm and cabin noise isn't particularly hushed. The NX 300's 2.0-liter turbocharged four-cylinder works well and delivers 24 mpg overall. The NX 300h hybrid returns 29 mpg overall, making it one of the most fuel-efficient SUVs we've ever tested, but it feels a bit underpowered. Snazzy details lend the interior some appeal, but a number of cheap touches remain. Front cabin room is tight, and the styling compromises rear visibility and crimps cargo space. The fussy touchpad used for most controls is frustrating and distracting to use. The Lexus Safety System+ is standard and includes automatic emergency braking and lane-departure warning with lane-keeping assist. Blind-spot monitoring is optional.



Base Price: \$35,985–\$39,775

Body Styles: 4-door SUV

Trim Lines: 300, 300 F Sport, 300h

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (235 hp);

2.5-liter 4 hybrid (194 hp)

Transmissions: 6-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	182
Width (in.)	74
Height (in.)	65
Wheelbase (in.)	105
Weight (lb.)	4,000
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	895
Cargo Volume, cu.ft.	28.5
Towing Capacity (lb.)	2,000

Fuel

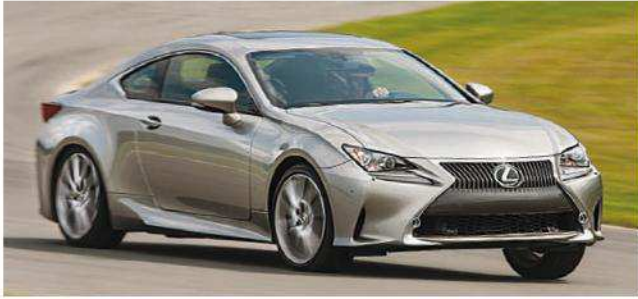
Regular or premium	
CR overall mpg	24-29

Overall Score	76-78
Predicted Reliability	⬆
Owner Satisfaction	⬇
Road Test Score	71-74
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬇	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬇	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Better than average ⬆		

Lexus RC



This aggressively styled coupe offers seating for four passengers of diminutive stature. Essentially a coupe version of the IS sedan, the RC uses a 3.5-liter V6 engine hooked up to an eight-speed automatic. An all-wheel-drive version is available with a six-speed automatic. Top-trim RC F versions come with a 467-hp, 5.0-liter V8. That prodigious output is routed to the rear wheels. The RC F is super-quick, with a loud exhaust bark. The various driving modes sharpen throttle and steering response, but the car's weight ultimately compromises its agility. The Lexus Safety System+ is standard and includes automatic emergency braking and lane-departure warning with lane-keeping assist. Blind-spot monitoring is optional.



Base Price: \$40,155–\$64,165

Body Styles: coupe

Trim Lines: 300, 350, 350 F Sport, F

Drive Wheels: Rear, AWD

Seating: 2 front, 2 rear

Engines: 2.0-liter 4 turbo (241 hp); 3.5-liter V6 (260 hp); 3.5-liter V6 (311 hp); 5.0-liter V8 (467 hp)

Transmissions: 6-speed automatic; 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 185
Width (in.) 72
Height (in.) 55
Wheelbase (in.) 108
Weight (lb.) 3,750
% weight front/rear 54/46

Cargo Measurement

Max. Load (lb.) 700
Cargo Volume, cu.ft. 10.0
Towing Capacity (lb.) NR

Fuel

Premium
EPA combined mpg 22

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Lexus RX



✓ The RX has avant-garde exterior styling and lots of advanced safety features. Its 3.5-liter V6 is linked to an eight-speed automatic, delivering ample power and a commendable 22 mpg overall. The fuel-thrifty 450h hybrid gets an excellent 29 mpg overall. Inside, the RX is very quiet and well-finished. Ride comfort is plush, whether you get the base car on 18-inch tires or more uplevel versions with 20-inch tires. Handling is ponderous and devoid of any sporty feel but ultimately secure. The mouse-like controller and distracting interface require a steep learning curve. Rear passengers get lots of legroom and knee room. The Lexus Safety System+, which includes automatic emergency braking and lane-departure warning, is standard. An extended-length version with a tiny third-row seat, called the RX L, is new for 2018.



Base Price: \$43,120–\$56,645

Body Styles: 4-door SUV

Trim Lines: 350, 450h, 450h F Sport, F Sport

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 3.5-liter V6 (295 hp); 3.5-liter V6 hybrid (308 hp)

Transmissions: 8-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.) 193
Width (in.) 75
Height (in.) 68
Wheelbase (in.) 110
Weight (lb.) 4,435
% weight front/rear 58/42

Cargo Measurement

Max. Load (lb.) 920
Cargo Volume, cu.ft. 30.0
Towing Capacity (lb.) 3,500

Fuel

Regular or premium
CR overall mpg 22-29

Overall Score	79-82
Predicted Reliability	
Owner Satisfaction	
Road Test Score	77-80
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Lincoln Continental



Lincoln's high-tech flagship sedan is based on the accomplished MKZ. The base engine is a lackluster 3.7-liter V6. The 2.7-liter twin-turbo V6, however, packs a lot of punch. The top-level trims get a 400-hp, 3.0-liter twin-turbo V6. Front-wheel drive is standard, with all-wheel drive optional. The ride is very comfortable, and the cabin is super-quiet. Handling is responsive, but the car is intended to be a relaxed cruiser. The cabin is nicely finished and very roomy, particularly in the back. The standard front seats look modern, but actually compromise support. We're no fans of the push-button gear selector and the electronic buttons that are used instead of an interior door handle. In terms of pricing, the Continental competes with luxury midsize sedans.



Base Price: \$45,160-\$75,820

Body Styles: sedan

Trim Lines: Black Label, Premiere, Reserve, Select

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.7-liter V6 turbo (335 hp); 3.0-liter V6 turbo (400 hp); 3.7-liter V6 (305 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 201
Width (in.) 78
Height (in.) 59
Wheelbase (in.) 118
Weight (lb.) 4,540
% weight front/rear 59/41

Cargo Measurement

Max. Load (lb.) 900
Cargo Volume, cu.ft. 17.0
Towing Capacity (lb.) 1,000

Fuel

Regular or premium
CR overall mpg 20

Overall Score	67
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	83
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION			Worse than average ⬇️

Lincoln MKC



The MKC includes luxury and high-tech features, but this Ford Escape-based model falls short of the class leaders. Power is strong, particularly from the 2.3-liter turbo four-cylinder, but that engine returned just 19 mpg overall in our tests. That, combined with the small gas tank, results in a short cruising range. The six-speed automatic's push-button shifter is inconveniently located far up on the dash. None of the adaptive suspension modes make for a truly comfortable ride. Handling is secure but trails its German rivals. A quiet cabin, plush trim, easy access, and decent rear-seat room enhance livability, but rear visibility is limited. Sync 3 has replaced the convoluted MyLincoln Touch infotainment system.



Base Price: \$33,355-\$49,520

Body Styles: 4-door SUV

Trim Lines: Black Label, Premiere, Reserve, Select

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (240 hp); 2.3-liter 4 turbo (285 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 179
Width (in.) 73
Height (in.) 65
Wheelbase (in.) 106
Weight (lb.) 4,070
% weight front/rear 57/43

Cargo Measurement

Max. Load (lb.) 825
Cargo Volume, cu.ft. 30.5
Towing Capacity (lb.) 2,000

Fuel

Regular
CR overall mpg 19

Overall Score	56
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	72
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Worse than average ⬆️	Worse than average ⬆️	Worse than average ⬆️

Lincoln MKT



This three-row SUV is based on the Ford Flex, with a similarly roomy interior and a more stylized shape. Base models are equipped with a lackluster 3.7-liter V6. We tested the uplevel 3.5-liter turbo V6 version, which was quick and returned 18 mpg overall. The ride is comfortable but stiffer than that of the Flex, and the MKT is cumbersome at its cornering limits. The interior is very roomy, plush, and quiet. But visibility and the driving position are compromised, and the third-row seats are best suited for kids. A wide turning circle and overall length hamper maneuverability. Sync 3 replaces the much-maligned MyLincoln Touch infotainment system.



Base Price: \$43,530-\$49,025

Body Styles: 4-door SUV

Trim Lines: 3.5 EcoBoost, 3.7

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear, 2 third

Engines: 3.5-liter V6 turbo (365 hp);
3.7-liter V6 (303 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 208
Width (in.) 76
Height (in.) 67
Wheelbase (in.) 118
Weight (lb.) 4,980
% weight front/rear 54/46

Cargo Measurement

Max. Load (lb.) 1,160
Cargo Volume, cu.ft. 36.0
Towing Capacity (lb.) 4,500

Fuel

Regular or premium
EPA combined mpg 17

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Lincoln MKX



The Lincoln MKX is a quiet, refined, and high-tech vehicle that is based on the very capable Ford Edge. The standard 303-hp, 3.7-liter V6 feels a bit unremarkable, so we suggest getting the optional 335-hp, 2.7-liter turbo V6, which is smooth and delivers effortless thrust. The only knock against the MKX is its rather unimpressive fuel economy of 18 mpg overall. Handling is athletic, making the MKX fun to drive. The ride is comfortable and composed. The push-button shifter is a long reach away and fussy to use. The very quiet cabin feels first-class, with abundant wood, brushed metal, and leather surfaces. Convenience and safety features include automatic emergency braking, lane-keeping assist, and cross-traffic warning. Lincoln is changing the MKX's name to Nautilus and dropping the 3.7-liter engine.



Base Price: \$39,035-\$58,725

Body Styles: 4-door SUV

Trim Lines: 2.7L, 3.7L, Black Label

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.7-liter V6 turbo (335 hp);
3.7-liter V6 (303 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 190
Width (in.) 76
Height (in.) 66
Wheelbase (in.) 112
Weight (lb.) 4,560
% weight front/rear 59/41

Cargo Measurement

Max. Load (lb.) 1,030
Cargo Volume, cu.ft. 32.5
Towing Capacity (lb.) 3,500

Fuel

Regular
CR overall mpg 18

Overall Score	61
Predicted Reliability	
Owner Satisfaction	
Road Test Score	87
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Lincoln MKZ



✓ Based on the engaging Ford Fusion, the upscale Lincoln MKZ received some recent updates, including new engines, a plusher ride, simplified controls, and a more conveniently located trunk release. Base models get a 2.0-liter turbo four-cylinder that provides ample power. In our tests the hybrid got 34 mpg overall. For more punch, the available 3.0-liter twin-turbo V6 puts out 400 hp when paired with all-wheel drive, and 350 hp on front-drive versions. The MKZ delivers a comfortable ride. The cabin is quiet and luxurious, with comfortable seats, but it's a long reach to the push-button gear selector and the rear seat is snug. Available automatic emergency braking and pedestrian detection bolster the Lincoln's safety credentials.



Base Price: \$35,170–\$49,720

Body Styles: sedan

Trim Lines: Black Label, Hybrid, Premier, Reserve, Select

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 hybrid (188 hp); 2.0-liter 4 turbo (245 hp); 3.0-liter V6 turbo (350 hp); 3.0-liter V6 turbo (400 hp)

Transmissions: 6-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.)194
Width (in.)73
Height (in.)58
Wheelbase (in.)112
Weight (lb.)3,755
% weight front/rear59/41

Cargo Measurement

Max. Load (lb.)875
Cargo Volume, cu.ft.15.0
Towing Capacity (lb.)1,000

Fuel

Regular or premium
CR overall mpg23-34

Overall Score	79
Predicted Reliability	I
Owner Satisfaction	^
Road Test Score	88
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	^	^	^
Engine Minor	^	^	^
Engine Cooling	^	^	^
Transmission Major	^	^	^
Transmission Minor	^	^	^
Drive System	^	^	^
Fuel System	^	^	^
Electrical	^	^	^
Climate System	^	^	^
Suspension	^	^	^
Brakes	^	^	^
Exhaust	^	^	^
Paint/Trim	^	^	I
Noises/Leaks	^	^	^
Body Hardware	^	^	^
Power Equipment	^	^	^
In-Car Electronics	^	^	^
USED CAR VERDICTS	^	I	^
NEW CAR PREDICTION	Average I		

Lincoln Navigator



Redesigned for 2018, the Navigator one-ups its Ford Expedition sibling, with more luxury and showmanship. The cabin is quiet, elegant-looking, and full of high-tech features. There is a bit of a rocking feeling at low speeds, but the ride improves and is more comfortable on the highway. Handling, however, is cumbersome, even for a large SUV. The twin-turbo V6 generates 411 hp on regular fuel, and is paired with a 10-speed automatic transmission. This combination easily moves the Navigator down the road and is capable of towing 8,300 pounds. The front cabin is roomy but the standard seats are uncomfortable and the push-button gear selector is fussy to use. Rear passengers are pampered with heated seats, a variety of connectivity features, and a hospitable third-row seat. Rear-wheel drive is standard, with four-wheel drive optional.



Base Price: \$72,055–\$96,905

Body Styles: 4-door SUV; extended SUV

Trim Lines: Black Label, L, Premiere, Reserve, Select

Drive Wheels: Rear, 4WD

Seating: 2 front, 3 rear, 3 third

Engines: 3.5-liter V6 turbo (411 hp); 3.5-liter V6 turbo (450 hp)

Transmissions: 10-speed automatic

Overall Score	59
Predicted Reliability	I
Owner Satisfaction	^
Road Test Score	65
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	^	*	*
Engine Minor	^	*	*
Engine Cooling	^	*	*
Transmission Major	^	*	*
Transmission Minor	^	*	*
Drive System	^	*	*
Fuel System	^	*	*
Electrical	^	*	*
Climate System	^	*	*
Suspension	^	*	*
Brakes	^	*	*
Exhaust	^	*	*
Paint/Trim	^	*	*
Noises/Leaks	^	*	*
Body Hardware	^	*	*
Power Equipment	^	*	*
In-Car Electronics	^	*	*
USED CAR VERDICTS	^		
NEW CAR PREDICTION	Average I		

Facts & Figures

Exterior Dimensions

Length (in.)210
Width (in.)84
Height (in.)76
Wheelbase (in.)123
Weight (lb.)6,100
% weight front/rear50/50

Cargo Measurement

Max. Load (lb.)1,565
Cargo Volume, cu.ft.56.0
Towing Capacity (lb.)8,300

Fuel

Regular or premium
CR overall mpg16

Maserati Ghibli



Although it is based on a platform shared with the Chrysler 300, the Ghibli has its own muscular character. The Ferrari-developed V6 turbo is mated to an eight-speed automatic. We tested the S Q4 all-wheel-drive version, which had a 404-hp V6. Handling is sporty and agile, the brakes are strong, and the engine emits a thrilling bark. But the stiff ride can grow fatiguing, the rear seat is cramped, and the Ghibli is louder than most sporty luxury sedans. Climbing into or out of this low-slung sports sedan can be a challenge. The interior is outfitted with high-quality leather and suede, and most controls are easy to use, except for the unintuitive shifter. Chrysler's Uconnect touch screen is a plus, but it's hard not to notice some cheap-looking switches, sourced from the Chrysler parts bins. The V6 turbo engines gain 20 hp for 2018.



Base Price: \$73,050-\$79,050

Body Styles: sedan

Trim Lines: Base, GranLusso, GranSport, S, S Q4

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 3.0-liter V6 turbo (345 hp); 3.0-liter V6 turbo (430 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)196
Width (in.)77
Height (in.)58
Wheelbase (in.)118
Weight (lb.)4,625
% weight front/rear52/48

Cargo Measurement

Max. Load (lb.)925
Cargo Volume, cu.ft.18.0
Towing Capacity (lb.)NR

Fuel

Premium
CR overall mpg19

Overall Score	46
Predicted Reliability	
Owner Satisfaction	
Road Test Score	71
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION	Much worse than average	
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Maserati Levante



Derived from the Ghibli and Quattroporte sedans, the Levante is Maserati's first-ever SUV. It is offered with a choice of two engines, a 345-hp and 424-hp turbo V6. Each is mated to a quick-and-smooth eight-speed automatic. The Levante delivers a thrilling sound from the Ferrari-developed engine, with nimble, athletic handling and, courtesy of the standard air suspension, a steady ride. Interior features include a version of Chrysler's Uconnect system with an 8.4-inch touch screen and a stunning cabin that's wrapped in leather, suede, and wood, with comfortable seats and nice detailed stitching. But the shifter is unintuitive to use. Safety gear includes forward-collision warning with brake assist and lane-departure warning.



Base Price: \$74,050-\$90,750

Body Styles: 4-door SUV

Trim Lines: Base, GranLusso, GranSport, S

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 3.0-liter V6 turbo (345 hp); 3.0-liter V6 turbo (424 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)197
Width (in.)78
Height (in.)66
Wheelbase (in.)118
Weight (lb.)4,905
% weight front/rear51/49

Cargo Measurement

Max. Load (lb.)NA
Cargo Volume, cu.ft.NA
Towing Capacity (lb.)6,000

Fuel

Premium
EPA combined mpg16

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

USED CAR VERDICTS

NEW CAR PREDICTION	Much worse than average	
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Mazda 3



✓ Whether as a sedan or a hatchback, the Mazda3 is fun to drive, thanks to its perky handling and an engine that tends to sing rather than buzz. At 33 mpg, the Mazda3 is one of the most fuel-efficient vehicles in the compact class. It also offers a host of luxury features rarely matched by any other compact car, including a multimedia system with a large center screen and active safety features such as a blind-spot monitoring system. On the downside, the car tends to be loud on the highway, and ride comfort isn't stellar. The infotainment system controls can be daunting at first and take a while to master, and the Toyota Corolla and Volkswagen Jetta have roomier rear seats. The 2018 model year added standard forward-collision warning and low-speed automatic emergency braking.



Base Price: \$18,095-\$24,945

Body Styles: 4-door hatchback; sedan

Trim Lines: Grand Touring, Sport, Touring

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 (155 hp); 2.5-liter 4 (184 hp)

Transmissions: 6-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)180
Width (in.)71
Height (in.)57
Wheelbase (in.)106
Weight (lb.)2,875
% weight front/rear60/40

Cargo Measurement

Max. Load (lb.)850
Cargo Volume, cu.ft.12.0
Towing Capacity (lb.)NR

Fuel

Regular
CR overall mpg32-33

Overall Score	76-77
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	72-73
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Much better than average ⬆️		

Mazda 6



✓ Sporty yet sparing with fuel, the Mazda6's 2.5-liter four-cylinder delivered 32 mpg overall in our tests, making it among the most fuel-efficient conventional midsize sedans. The six-speed automatic is very smooth and delivers quick shifts. We found the 6 to be responsive and capable in the corners. The ride is taut and steady but on the firm side, and the cabin is rather loud for the class, despite some recent tweaks Mazda has made to address this. The car received a recent mild freshening that includes a new dash and a center display screen that is operated via a central knob on the console, which takes practice to master. A head-up display is optional. For 2018, forward-collision warning and city-speed automatic emergency braking are standard, and a 2.5-liter turbo engine is optional.



Base Price: \$21,945-\$30,695

Body Styles: sedan

Trim Lines: Grand Touring, Sport, Touring

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 2.5-liter 4 (184 hp); 2.5-liter 4 turbo (227 hp)

Transmissions: 6-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)192
Width (in.)72
Height (in.)57
Wheelbase (in.)111
Weight (lb.)3,185
% weight front/rear59/41

Cargo Measurement

Max. Load (lb.)850
Cargo Volume, cu.ft.15.0
Towing Capacity (lb.)NR

Fuel

Regular or premium
CR overall mpg32

Overall Score	79
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	79
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Better than average ⬆️		

Mazda CX-3



✓ Mazda's entry in the mini-utility segment delivers agile, fun-to-drive handling; a solid and substantial feel; and good fuel economy. The ride is firm but does a good job absorbing impacts, although noise levels can be high. The CX-3 is available with front- or all-wheel drive, and the sole powertrain is a 146-hp, 2.0-liter four-cylinder and a six-speed automatic. It's a smooth, willing engine but isn't overly powerful. The infotainment system includes a 7-inch center display screen and a rotary knob to control phone and audio functions, but it takes time to get familiar with its operation. The rear seat is very tight, and cargo space is modest. Blind-spot monitoring and adaptive cruise control are available. Forward-collision warning with city-speed automatic emergency braking is standard for 2018.



Base Price: \$20,110–\$26,415

Body Styles: 4-door SUV

Trim Lines: Grand Touring, Sport, Touring

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 (146 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 168
Width (in.) 70
Height (in.) 61
Wheelbase (in.) 101
Weight (lb.) 2,945
% weight front/rear 60/40

Cargo Measurement

Max. Load (lb.) 850
Cargo Volume, cu.ft. 18.0
Towing Capacity (lb.) NR

Fuel

Regular
CR overall mpg 28

Overall Score	65
Predicted Reliability	⬆
Owner Satisfaction	⬇
Road Test Score	64
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	*	*
Engine Minor	⬆	*	*
Engine Cooling	⬆	*	*
Transmission Major	⬆	*	*
Transmission Minor	⬆	*	*
Drive System	⬆	*	*
Fuel System	⬆	*	*
Electrical	⬆	*	*
Climate System	⬆	*	*
Suspension	⬆	*	*
Brakes	⬆	*	*
Exhaust	⬆	*	*
Paint/Trim	⬆	*	*
Noises/Leaks	⬆	*	*
Body Hardware	⬆	*	*
Power Equipment	⬆	*	*
In-Car Electronics	⬇	*	*

USED CAR VERDICTS

Regular ⬆

NEW CAR PREDICTION

Better than average ⬆

Mazda CX-5



✓ It may look like the original CX-5, but the latest version is thoroughly redesigned and much improved. The 2.5-liter, four-cylinder engine and six-speed automatic transmission make for a responsive, docile, and unobtrusive powertrain. Fuel economy of 24 mpg is good but not a standout. Handling is responsive and enjoyable, and the steady ride is among the best in this class. The cabin is quiet, and interior quality now feels substantial and looks attractive. Soft dash and door panels, some detailed stitching, and touches of chrome trim add class. Both the front and rear seats are comfortable. But there is a learning curve to mastering the infotainment system. Forward-collision warning with city-speed automatic emergency braking is standard for 2018.



Base Price: \$24,045–\$30,695

Body Styles: 4-door SUV

Trim Lines: Grand Touring, Sport, Touring

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.2-liter 4 turbodiesel (174 hp); 2.5-liter 4 (187 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 179
Width (in.) 73
Height (in.) 66
Wheelbase (in.) 106
Weight (lb.) 3,590
% weight front/rear 57/43

Cargo Measurement

Max. Load (lb.) 850
Cargo Volume, cu.ft. 30.5
Towing Capacity (lb.) 2,000

Fuel

Regular or diesel
CR overall mpg 24

Overall Score	72
Predicted Reliability	⬇
Owner Satisfaction	⬆
Road Test Score	80
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬇
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬇
Body Hardware	⬆	⬆	⬇
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬇	⬇

USED CAR VERDICTS

Regular ⬆

NEW CAR PREDICTION

Average ⬇

Mazda CX-9



Mazda's CX-9 is a stylish three-row SUV that is quite engaging to drive. Power comes from a responsive, free-revving 227-hp, 2.5-liter turbo four-cylinder mated to a smooth six-speed automatic. This engine is rated at 250 hp if you use premium fuel, but there's no reason to do so. We got 22 mpg overall. Mazda's flagship SUV has nimble handling that makes it feel like a smaller vehicle. The ride is very comfortable, and the cabin is commendably quiet. The interior is well-finished, particularly on high-end trims, and the snug cockpit features comfortable seats. While second-row seating is generous, the third row is predictably tight. Mazda's dial-controlled infotainment system takes time to master. For 2018, forward-collision warning with low-speed automatic emergency braking is standard.



Base Price: \$32,130-\$44,315

Body Styles: 4-door SUV

Trim Lines: Grand Touring, Signature, Sport, Touring

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear, 2 third

Engines: 2.5-liter 4 turbo (227 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	200
Width (in.)	76
Height (in.)	68
Wheelbase (in.)	113
Weight (lb.)	4,585
% weight front/rear	55/45
Cargo Measurement	
Max. Load (lb.)	1,190
Cargo Volume, cu.ft.	34.0
Towing Capacity (lb.)	3,500

Fuel

Regular	
CR overall mpg	22

Overall Score	60
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	80
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬆️	⬆️	*
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Much worse than average ⬇️		

Mazda MX-5 Miata



The fourth-generation Miata remains true to Mazda's original formula of a lightweight rear-wheel-drive roadster. Although 155 hp from the 2.0-liter four doesn't sound impressive, the Miata quickly scoots along while returning a miserly 34 mpg overall. Shifting the delightfully accurate six-speed manual shifter is a joy; we'd skip the optional automatic, though it works fine. Quick and precise steering delivers sublime back-road handling, even though some body roll is noticeable. High levels of noise, thin and unsupportive seats, and a stiff ride all grow fatiguing during highway travel. Cabin space is snug, and the optional dial-controlled infotainment system takes time to master. Flipping the convertible top open or closed is a breeze.



Base Price: \$25,295-\$35,680

Body Styles: convertible

Trim Lines: Club, Grand Touring, RF, Sport

Drive Wheels: Rear

Seating: 2 front

Engines: 2.0-liter 4 (155 hp)

Transmissions: 6-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	154
Width (in.)	68
Height (in.)	49
Wheelbase (in.)	91
Weight (lb.)	2,335
% weight front/rear	53/47
Cargo Measurement	
Max. Load (lb.)	340
Cargo Volume, cu.ft.	5.0
Towing Capacity (lb.)	NR

Fuel

Premium	
CR overall mpg	34

Overall Score	64
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	80
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Worse than average ⬆️		

Mercedes-Benz C-Class



This competitive sports sedan is enjoyable to drive and has a beautifully finished interior. The base C300 uses a 2.0-liter turbo four-cylinder, which returned a respectable 26 mpg overall in our AWD version. The C has quick reflexes, with prompt steering response and a comfortable ride. Inside, you'll find an upscale and snazzy cabin with a high-quality feel, but the complex infotainment system takes time to master. Semi-autonomous highway steering is optional, and automatic emergency braking is standard. The rip-roaring C63 AMG gets a 469-hp twin-turbo V8 in standard form or a 503-hp in the S version. Additional variants include a C350e plug-in hybrid and the C43 AMG with a 3.0-liter turbo V6. A freshened 2019 will bring a 9-speed automatic plus more horsepower in the base engine.



Base Price: \$40,250–\$81,500

Body Styles: convertible; coupe; sedan

Trim Lines: C300, C350e, C43 AMG, C63, C63 S

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (241 hp); 2.0-liter 4 hybrid (275 hp); 3.0-liter V6 turbo (362 hp); 4.0-liter V8 turbo (469 hp); 4.0-liter V8 turbo (503 hp)

Transmissions: 7-spd & 9-spd auto

Facts & Figures

Exterior Dimensions

Length (in.) 185
Width (in.) 71
Height (in.) 57
Wheelbase (in.) 112
Weight (lb.) 3,670
% weight front/rear 55/45

Cargo Measurement

Max. Load (lb.) 795
Cargo Volume, cu.ft. 17.0
Towing Capacity (lb.) NR

Fuel

Premium
CR overall mpg 26

Overall Score	66
Predicted Reliability	
Owner Satisfaction	
Road Test Score	85
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Mercedes-Benz CLA



Don't let the three-pointed star confuse you. Most mainstream sedans, let alone a typical Mercedes-Benz, deliver a better experience than the CLA. The engine and transmission lack refinement. At first the powertrain feels unresponsive, then the power comes on abruptly. The ride is punishingly stiff, and the CLA is loud inside. Cabin access is difficult, and the well-appointed interior is cramped. The heavily promoted base price is something of a tease; buyers need to spend a lot on options to get the luxury features expected on a premium model. Prices can crest the \$50,000 range for the 375-hp AMG CLA45 version, which sounds more exciting on paper than it feels behind the wheel. The CLA's best attributes are its handling agility and the 28 mpg overall we got from the 2.0-liter, turbo four-cylinder engine.



Base Price: \$32,700–\$50,400

Body Styles: sedan

Trim Lines: 250, 45 AMG

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (208 hp); 2.0-liter 4 turbo (375 hp)

Transmissions: 7-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.) 182
Width (in.) 70
Height (in.) 57
Wheelbase (in.) 106
Weight (lb.) 3,335
% weight front/rear 61/39

Cargo Measurement

Max. Load (lb.) 860
Cargo Volume, cu.ft. 13.0
Towing Capacity (lb.) NR

Fuel

Premium
CR overall mpg 28

Overall Score	56
Predicted Reliability	
Owner Satisfaction	
Road Test Score	64
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Mercedes-Benz CLS



Mercedes-Benz pioneered the modern four-door-coupe segment with the original CLS nearly a dozen years ago. Now, the redesigned third-generation CLS continues to rely on the same recipe: a sleek, low-slung sport sedan with some compromised visibility and cabin access. Fit and finish is excellent, but the controls are complicated. For the first time the CLS will be able to seat five people. The base engine is a 362-hp turbocharged six-cylinder engine, marking Mercedes-Benz's return to a straight, inline six-cylinder. Basic driver-assist technology will be standard, including active braking and a driver-attention monitor. Consumers will have to pay for the optional driver-assistance package that includes active steering, blind-spot warning, and adaptive cruise control.



Base Price: \$75,000–\$90,000E

Body Styles: sedan

Trim Lines: CLS450, CLS53

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 3.0-liter 6 turbo (383 hp);
3.0-liter 6 turbo (450 hp)

Transmissions: 7-speed automatic;
9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....195
Width (in.).....74
Height (in.).....56
Wheelbase (in.).....113
Weight (lb.).....4,160
% weight front/rear.....NA

Cargo Measurement

Max. Load (lb.).....NA
Cargo Volume, cu.ft.....15.0
Towing Capacity (lb.).....NR

Fuel

Premium
CR overall mpg.....NA

Overall Score	NA
Predicted Reliability	1
Owner Satisfaction	1
Road Test Score	NA
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION

Average

1

Mercedes-Benz E-Class



✓ The E-Class delivers good fuel economy and is more nimble than the previous generation, but it dials back on ride comfort, interior room, and user-friendliness. The E300's 241-hp, 2.0-liter turbo four-cylinder engine is linked to a nine-speed automatic transmission. We got a commendable 24 mpg overall. The car is quiet and handles with agility. Though the ride is mostly comfortable, it isn't as plush as in the last generation and the suspension struggles to smother impacts from some potholes. The controls have grown more complicated. Even adjusting the seat's lumbar support is done through the central controller and screen. New technology gives the E-Class the ability to follow the road and steer itself temporarily as a driver-assist feature. A coupe and convertible are also available. The E300 becomes the E350 for 2019, and gains a mild-hybrid system.



Base Price: \$52,950–\$104,400

Body Styles: convertible; coupe;
sedan; wagon

Trim Lines: AMG E43, AMG E63 S,
E300, E400

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (241 hp);
3.0-liter V6 turbo (329 hp); 3.0-liter
V6 turbo (396 hp); 4.0-liter V8 turbo
(603 hp)

Transmissions: 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....194
Width (in.).....73
Height (in.).....57
Wheelbase (in.).....116
Weight (lb.).....4,030
% weight front/rear.....54/46

Cargo Measurement

Max. Load (lb.).....1,070
Cargo Volume, cu.ft.....16.0
Towing Capacity (lb.).....NR

Fuel

Premium
CR overall mpg.....24

Overall Score	84
Predicted Reliability	^
Owner Satisfaction	1
Road Test Score	85
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major	^	^	^
Engine Minor	^	^	^
Engine Cooling	^	^	^
Transmission Major	^	^	^
Transmission Minor	^	^	^
Drive System	^	^	^
Fuel System	^	^	^
Electrical	^	^	^
Climate System	^	^	^
Suspension	^	^	^
Brakes	^	^	^
Exhaust	^	^	^
Paint/Trim	^	^	^
Noises/Leaks	^	^	1
Body Hardware	^	^	^
Power Equipment	^	1	^
In-Car Electronics	1	1	^

USED CAR VERDICTS

NEW CAR PREDICTION

Better than average

^

Mercedes-Benz GLA



Essentially a raised hatchback version of the CLA sedan, the GLA performed better in our tests than its sibling. It got 26 mpg overall from the 2.0-liter turbo four-cylinder. But the seven-speed dual-clutch automatic is unrefined, and power delivery is uneven. This makes the GLA feel lethargic at first, then power comes on abruptly. Handling is nimble, but the ride is stiff and the cabin is loud. Visibility, particularly to the rear, is poor, and headroom is snug. Available safety features include forward-collision warning, automatic emergency braking, and blind-spot warning. A front-wheel-drive version and a high-performance 375-hp GLA45 are available. The infotainment system is complicated and takes time to master but now features compatibility with Android Auto and Apple CarPlay.



Base Price: \$33,400-\$50,600

Body Styles: 4-door SUV

Trim Lines: 250, 45 AMG

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (208 hp);
2.0-liter 4 turbo (375 hp)

Transmissions: 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	174
Width (in.)	71
Height (in.)	60
Wheelbase (in.)	106
Weight (lb.)	3,535
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	795
Cargo Volume, cu.ft.	23.0
Towing Capacity (lb.)	NR

Fuel

Premium	
CR overall mpg.	26

Overall Score	63
Predicted Reliability	
Owner Satisfaction	
Road Test Score	70
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Mercedes-Benz GLC



Based on the C-Class, the GLC is one of the best compact-luxury SUVs on the market. Plush furnishings inside the quiet cabin prove to be appealing, although it also has Mercedes' complex infotainment system. The front seats are very comfortable and supportive, but the rear is a bit snug. The 2.0-liter turbo four-cylinder delivers ample power and is matched to a nine-speed automatic that works well. The GLC rides comfortably and handles with athleticism. Automatic braking is standard, but other safety systems--such as blind-spot warning and rear cross-traffic warning--come in confusing option packages. A turbo V6 AMG GL43 and a coupelike SUV, the GLC Coupe, are also available.



Base Price: \$40,050-\$56,250

Body Styles: 4-door SUV

Trim Lines: AMG GLC43, AMG

GLC63, GLC300, GLC350e

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (241 hp);
2.0-liter 4 electric (320 hp); 3.0-liter
V6 turbo (362 hp); 4.0-liter V8 turbo
(469 hp)

Transmissions: 7-speed automatic;
9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	183
Width (in.)	74
Height (in.)	65
Wheelbase (in.)	113
Weight (lb.)	4,010
% weight front/rear	53/47

Cargo Measurement

Max. Load (lb.)	950
Cargo Volume, cu.ft.	28.0
Towing Capacity (lb.)	4,850

Fuel

Premium	
CR overall mpg.	22

Overall Score	54
Predicted Reliability	
Owner Satisfaction	
Road Test Score	81
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Mercedes-Benz GLE



Renamed from the M-Class, the GLE is a capable and luxurious midsize SUV. The GLE350 comes with a 3.5-liter, 302-hp V6 that delivers smooth and powerful acceleration with 18 mpg overall and generous towing capacity. Supple and composed, the GLE rides well and is quiet inside. Steering response is quick but comes up short on feedback. The first-rate interior finish and the well-padded, supportive seats are interior highlights, but the infotainment system is complex. Automatic emergency braking is standard. A plug-in hybrid version is said to deliver 18 miles of all-electric driving.



Base Price: \$52,200–\$109,700

Body Styles: 4-door SUV

Trim Lines: GLE350, GLE43 AMG, GLE550e, GLE63 AMG, GLE63 S AMG

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 3.0-liter V6 turbo (385 hp); 3.0-liter V6 hybrid (436 hp); 3.5-liter V6 (302 hp); 5.5-liter V8 turbo (550 hp); 5.5-liter V8 turbo (577 hp)

Transmissions: 7-spd & 9-spd auto

Facts & Figures

Exterior Dimensions

Length (in.) 189
Width (in.) 76
Height (in.) 71
Wheelbase (in.) 115
Weight (lb.) 4,915
% weight front/rear 52/48

Cargo Measurement

Max. Load (lb.) 1,080
Cargo Volume, cu.ft. 37.5
Towing Capacity (lb.) 7,200

Fuel

Premium
CR overall mpg 18

Overall Score	67
Predicted Reliability	1
Owner Satisfaction	1
Road Test Score	75
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Average 1		

Mercedes-Benz GLS



Mercedes' seven-passenger SUV, the GLS, was recently freshened, gaining revised interior and exterior styling, a nine-speed automatic, an upgraded air suspension, and the addition of the current—and more complex—Mercedes-Benz infotainment system. Our last tested version was plush and quiet, with supportive seats and a third-row seat that was roomy enough for adults. It had a steady and comfortable ride, but the GL proved to be very clumsy when pushed to its handling limits. Engines include a 362-hp, 3.0-liter twin-turbo V6; and a 4.7-liter V8 that puts out 449 hp. The flagship AMG GLS63 churns out 577 hp. Available safety equipment includes rear cross-traffic warning, blind-spot warning, and lane-keeping assist.



Base Price: \$69,500–\$125,300

Body Styles: 4-door SUV

Trim Lines: 450, 550, AMG 63

Drive Wheels: AWD

Seating: 2 front, 3 rear, 2 third

Engines: 3.0-liter V6 turbo (362 hp); 4.7-liter V8 turbo (449 hp); 5.5-liter V8 turbo (577 hp)

Transmissions: 7-speed automatic; 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 202
Width (in.) 76
Height (in.) 73
Wheelbase (in.) 121
Weight (lb.) 5,660
% weight front/rear 50/50

Cargo Measurement

Max. Load (lb.) 1,180
Cargo Volume, cu.ft. 47.0
Towing Capacity (lb.) 7,500

Fuel

Premium
EPA combined mpg 19

Overall Score	NA
Predicted Reliability	⬇
Owner Satisfaction	⬆
Road Test Score	NA
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆		*
Engine Minor	⬆		*
Engine Cooling	⬆		*
Transmission Major	⬆		*
Transmission Minor	⬆		*
Drive System	⬆		*
Fuel System	⬆		*
Electrical	⬆		*
Climate System	⬆		*
Suspension	⬆		*
Brakes	⬆		*
Exhaust	⬆		*
Paint/Trim	⬆		*
Noises/Leaks	⬆		*
Body Hardware	⬆		*
Power Equipment	⬆		*
In-Car Electronics	⬆		*
USED CAR VERDICTS	⬆		
NEW CAR PREDICTION	Much worse than average ⬇		

Mercedes-Benz S-Class



✓ The S-Class is brimming with features and qualities that make it stand out among luxury cars. A powerful 4.7-liter turbo V8 provides effortless acceleration and delivered 18 mpg overall in our tests. The S-Class brings a whole host of advanced technology, including the ability to follow the road and stop by itself in an emergency. The ride is very plush and steady—the best we’ve ever tested—and the cabin is ultrahushed. Along with the seats and steering wheel, the door and center armrests are heated as well. Even though the S-Class is large and posh, handling agility is commendable. Many controls are overly complicated, however. A coupe version is available, as is a plug-in hybrid. This year brought new engines that Mercedes-Benz claims are more fuel-efficient.



Base Price: \$96,600–\$247,900

Body Styles: convertible; coupe; sedan

Trim Lines: S450, S500e, S550, S560, S600, S63 AMG, S65 AMG

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 3.0-liter V6 turbo (362 hp); 3.0-liter V6 hybrid (436 hp); 4.0-liter V8 turbo (463 hp, 603 hp); 6.0-liter V12 turbo (523 hp, 621 hp)

Transmissions: 7-spd & 9-spd auto

Facts & Figures

Exterior Dimensions

Length (in.) 207
Width (in.) 75
Height (in.) 59
Wheelbase (in.) 125
Weight (lb.) 4,935
% weight front/rear 53/47

Cargo Measurement

Max. Load (lb.) 915
Cargo Volume, cu.ft. 16.0
Towing Capacity (lb.) NR

Fuel

Premium
CR overall mpg 18

Overall Score	78
Predicted Reliability	
Owner Satisfaction	
Road Test Score	96
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Mercedes-Benz SL



The SL is a high-performance grand-touring roadster with a retractable hardtop. The entry-level SL450's twin-turbo 3.0-liter V6 engine gets a boost to 362 hp and is mated to a new nine-speed automatic. The next step up the SL ladder, the SL550, is powered by a twin-turbo 4.7-liter V8, now making 449 hp. The monster AMG models—SL63 and SL65—make do with 577-hp, twin-turbo 5.5-liter V8 and 621-hp, twin-turbo 6.0-liter V12 engines, respectively. The luxurious SL is comfortable and quiet, making it a delightful commuter or road-trip vehicle. One slick feature is a roof panel that offers varying degrees of opacity. Safety features include automatic emergency braking, blind-spot warning, and lane-keeping assist.



Base Price: \$88,200–\$222,200

Body Styles: convertible

Trim Lines: SL450, SL550, SL63 AMG, SL65 AMG

Drive Wheels: Rear

Seating: 2 front

Engines: 3.0-liter V6 turbo (362 hp); 4.7-liter V8 turbo (449 hp); 5.5-liter V8 turbo (577 hp); 6.0-liter V12 turbo (621 hp)

Transmissions: 7-speed automatic; 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 182
Width (in.) 74
Height (in.) 51
Wheelbase (in.) 102
Weight (lb.) 3,960
% weight front/rear 50/50

Cargo Measurement

Max. Load (lb.) NA
Cargo Volume, cu.ft. 14.0
Towing Capacity (lb.) NR

Fuel

Premium
EPA combined mpg 20

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Mercedes-Benz SLC



The SLC features a retractable hardtop that does a great job at keeping the interior quiet. The SLC300 is powered by a 241-hp, 2.0-liter four-cylinder engine coupled to a nine-speed automatic transmission. There is also a more powerful V6 SLC43 version, which gets a turbocharged V6. This drop-top has crisp, enjoyable handling, with rock-solid body control and communicative steering. It can be both challenging and rewarding when driven on a track. The ride is firm but refined enough even for lengthy trips. The tight cabin is well-finished, with excellent seats that feature warm-air vents in the head restraints to keep your neck warm during chilly top-down drives.



Base Price: \$48,400–\$61,350

Body Styles: convertible

Trim Lines: SLC300, SLC43

Drive Wheels: Rear

Seating: 2 front

Engines: 2.0-liter 4 turbo (241 hp);

3.0-liter V6 turbo (362 hp)

Transmissions: 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	163
Width (in.)	72
Height (in.)	51
Wheelbase (in.)	96
Weight (lb.)	3,295
% weight front/rear	51/49

Cargo Measurement

Max. Load (lb.)	560
Cargo Volume, cu.ft.	10.0
Towing Capacity (lb.)	NR

Fuel

Premium	
EPA combined mpg	27

Overall Score	NA
Predicted Reliability	1
Owner Satisfaction	▲
Road Test Score	NA
Crash Prevention	Std./▲

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average 1		

Mini Cooper



Minis are quirky and fun to drive, whether you have the classic two-door or the more practical four-door version. Base Coopers use a turbocharged three-cylinder that sounds a bit gravelly and returned 31 mpg overall with the six-speed automatic. The more powerful and nicer-sounding Cooper S uses a four-cylinder turbo and got 30 mpg with the six-speed manual. Handling is nimble and sporty no matter the version. The ride is rather firm, however, and road noise is noticeable. Controls take some getting used to, and the backseat is still tiny. Options easily push the price past \$30,000. A high-performance John Cooper Works bumps the power to 228 hp and gets firmer suspension.



Base Price: \$21,600–\$36,600

Body Styles: 2-door hatchback;

4-door hatchback; convertible

Trim Lines: Base, JCW, S

Drive Wheels: Front

Seating: 2 front, 2 rear

Engines: 1.5-liter 3 turbo (134 hp);
2.0-liter 4 turbo (189 hp); 2.0-liter 4
turbo (228 hp)

Transmissions: 6-speed automatic;
8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	151
Width (in.)	68
Height (in.)	56
Wheelbase (in.)	98
Weight (lb.)	2,775
% weight front/rear	63/37

Cargo Measurement

Max. Load (lb.)	770
Cargo Volume, cu.ft.	9.0
Towing Capacity (lb.)	NR

Fuel

Premium	
CR overall mpg	30-31

Overall Score	54-63
Predicted Reliability	▼
Owner Satisfaction	▲
Road Test Score	68-81
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	▼	▲	▲
Engine Minor	1	▲	▲
Engine Cooling	▲	▲	▲
Transmission Major	▲	▲	▲
Transmission Minor	▲	▲	▲
Drive System	▲	▲	▲
Fuel System	▲	▲	▲
Electrical	▲	▲	▲
Climate System	▲	▲	▲
Suspension	▲	▲	▲
Brakes	▲	▲	▲
Exhaust	▲	▲	▲
Paint/Trim	▲	▲	▲
Noises/Leaks	▲	1	▲
Body Hardware	▲	▲	▲
Power Equipment	1	▲	▲
In-Car Electronics	1	▲	▲
USED CAR VERDICTS	▼	▼	▲
NEW CAR PREDICTION	Worse than average ▼		

Mini Cooper Clubman



The Clubman is a longer and wider version of the four-door Cooper and shares its platform with the BMW X1. Engine choices include a slightly wheezy-sounding three-cylinder turbo in the base car and a quicker and more enjoyable-sounding four-cylinder turbo in the S. The base Clubman we tested posted a very good 28 mpg overall. Handling is quite nimble, but the ride is very firm and road noise is pronounced. Unlike the regular Coopers, the Clubman's backseat is habitable. Controls take some getting used to, and the rear view is compromised by the two rear barn doors. With typical options the Clubman is priced in the low-\$30,000s and the S can easily get to the high-\$30,000s. An all-wheel-drive version is available with the S.



Base Price: \$24,800–\$35,900

Body Styles: wagon

Trim Lines: Base, JCW, S

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 1.5-liter 3 turbo (134 hp); 2.0-liter 4 turbo (189 hp); 2.0-liter 4 turbo (228 hp)

Transmissions: 6-speed automatic; 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.) 168
Width (in.) 71
Height (in.) 57
Wheelbase (in.) 105
Weight (lb.) 3,175
% weight front/rear 59/41

Cargo Measurement

Max. Load (lb.) 980
Cargo Volume, cu.ft. 23.0
Towing Capacity (lb.) NR

Fuel

Premium
CR overall mpg 28

Overall Score	54
Predicted Reliability	
Owner Satisfaction	
Road Test Score	67
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Mini Cooper Countryman



The SUV-like Countryman is based on the Clubman. It offers two engines: a so-so 1.5-liter turbo three-cylinder and a stronger, much more enjoyable 2.0-liter turbo four-cylinder. Front- and all-wheel drive are offered. An AWD plug-in hybrid version is also available. This Countryman is the roomiest Mini ever and features a surprisingly comfortable backseat. Handling remains agile, making the Countryman fun to drive. The ride is on the firm side, and the cabin can get loud. The Mini Driving Assistant system, which includes forward-collision warning and low-speed automatic emergency braking, requires buying numerous option packages. The BMW-like iDrive system has a learning curve but ultimately proves to be logical.



Base Price: \$26,600–\$37,800

Body Styles: 4-door SUV

Trim Lines: Base, JCW, Plug-in Hybrid, S

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear
Engines: 1.5-liter 3 turbo (134 hp); 1.5-liter 3 hybrid (221 hp); 2.0-liter 4 turbo (189 hp); 2.0-liter 4 turbo (228 hp)

Transmissions: 6-speed automatic; 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.) 170
Width (in.) 72
Height (in.) 61
Wheelbase (in.) 105
Weight (lb.) 3,690
% weight front/rear 58/42

Cargo Measurement

Max. Load (lb.) 925
Cargo Volume, cu.ft. 23.5
Towing Capacity (lb.) NR

Fuel

Premium
CR overall mpg 25

Overall Score	63
Predicted Reliability	
Owner Satisfaction	
Road Test Score	82
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Mitsubishi Eclipse Cross



Mitsubishi's all-new Eclipse Cross small SUV is based on the same platform as the Outlander and Outlander Sport. It slots between the two, and adopts more coupelike styling. In our brief experience with a press car, we found the Eclipse Cross to be quite nimble, but it had a stiff ride. Power comes from a lackluster 1.5-liter, turbocharged four-cylinder engine mated to a CVT. Only the base model is available with front-wheel drive; the rest of the trim lines have standard all-wheel drive. A center console touchpad handles infotainment functions, but it's very cumbersome and distracting to use. The rear seat is adjustable fore and aft, and can recline.



Base Price: \$23,295-\$30,395
Body Styles: 4-door SUV
Trim Lines: ES, LE, SE, SEL
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (152 hp)
Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.) 176
Width (in.) 72
Height (in.) 67
Wheelbase (in.) 106
Weight (lb.) 3,515
% weight front/rear 58/42

Cargo Measurement

Max. Load (lb.) NA
Cargo Volume, cu.ft. NA
Towing Capacity (lb.) NA

Fuel

Regular
CR overall mpg NA

Overall Score	NA
Predicted Reliability	1
Owner Satisfaction	^
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots			
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		1

Mitsubishi Mirage



Its rock-bottom sticker price and thrifty fuel economy of 37 mpg overall conjure an inviting image of an economical runabout. But that mirage quickly dissipates when you drive this tiny, tinny car. Recent minor updates brought a sedan body style, a hint more power, and Android Auto and Apple CarPlay, along with supposedly upgraded brakes. Yet those enhancements don't mask the weak, vibrating three-cylinder engine that delivers sluggish acceleration and a raspy chorus of lament, or the car's clumsy handling. Though it's relatively roomy, the depressing cabin feels drab, cheap, and insubstantial. In the end, there is no compelling reason to buy a Mirage, and, for the money, there are many much better used cars for the same price.



Base Price: \$13,395-\$17,095
Body Styles: 4-door hatchback; sedan
Trim Lines: ES, GT, SE
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.2-liter 3 (78 hp)
Transmissions: 5-speed manual; CVT

Overall Score	37
Predicted Reliability	^
Owner Satisfaction	v
Road Test Score	29
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		^

Facts & Figures

Exterior Dimensions

Length (in.) 149
Width (in.) 66
Height (in.) 59
Wheelbase (in.) 97
Weight (lb.) 2,085
% weight front/rear 61/39

Cargo Measurement

Max. Load (lb.) 825
Cargo Volume, cu.ft. 17.0
Towing Capacity (lb.) NR

Fuel

Regular
CR overall mpg 37

Mitsubishi Outlander



Outdated and outclassed, the Outlander struggles to compete. Its high point is a standard tiny third-row seat, a rarity in this class. Though the ride is absorbent, it is also buoyant and doesn't feel tied down. Handling is clumsy, with slow steering response and lots of body lean in corners. The base 166-hp, 2.4-liter four-cylinder is mated to a CVT that amplifies the engine's howl when you ask for power. Acceleration is leisurely at 10 seconds from 0 to 60 mph, though its 24 mpg overall is competitive. Top-tier GT trims get a 224-hp, 3.0-liter V6 and six-speed automatic. Forward-collision warning and lane-departure warning are available on some trims. The plug-in hybrid can do a claimed 22 miles on electric power before switching to hybrid mode.



Base Price: \$23,795-\$40,295
Body Styles: 4-door SUV
Trim Lines: ES, GT, PHEV, SE, SEL
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 hybrid (197 hp); 2.4-liter 4 (166 hp); 3.0-liter V6 (224 hp)
Transmissions: 6-speed automatic; CVT; 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.)185
 Width (in.)71
 Height (in.)66
 Wheelbase (in.)105
 Weight (lb.)3,610
 % weight front/rear56/44
Cargo Measurement
 Max. Load (lb.)1,155
 Cargo Volume, cu.ft.32.5
 Towing Capacity (lb.)1,500

Fuel

Regular or premium
 CR overall mpg24

Overall Score	63
Predicted Reliability	⬆
Owner Satisfaction	⬇
Road Test Score	59
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	*
Engine Minor	⬆	⬆	*
Engine Cooling	⬆	⬆	*
Transmission Major	⬆	⬆	*
Transmission Minor	⬇	⬆	*
Drive System	⬆	⬆	*
Fuel System	⬆	⬆	*
Electrical	⬆	⬆	*
Climate System	⬆	⬆	*
Suspension	⬆	⬆	*
Brakes	⬆	⬆	*
Exhaust	⬆	⬆	*
Paint/Trim	⬆	⬇	*
Noises/Leaks	⬆	⬇	*
Body Hardware	⬆	⬆	*
Power Equipment	⬆	⬆	*
In-Car Electronics	⬆	⬆	*
USED CAR VERDICTS	⬆	⬆	
NEW CAR PREDICTION	Better than average ⬆		

Mitsubishi Outlander Sport



This shortened version of the Outlander has less rear-seat room and cargo space. Despite the name, when it comes to driving it's not exactly a sporty SUV. Handling isn't that nimble, and acceleration is just adequate. In addition to the 2.0-liter engine, a more powerful 2.4-liter, four-cylinder engine is available. The Sport's choppy ride and very noisy cabin further detract from the driving experience. Still, it has a commanding seating position, as well as passenger and cargo versatility. Top-trim all-wheel-drive versions can get expensive enough that the Outlander Sport starts to compete with better SUVs. Recent updates include a redesigned steering wheel, a new 6.1-inch audio display, and new fabric for the seats.



Base Price: \$20,295-\$25,895
Body Styles: 4-door SUV
Trim Lines: ES, GT, LE, SE, SEL
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (148 hp); 2.4-liter 4 (168 hp)
Transmissions: 5-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.)169
 Width (in.)70
 Height (in.)64
 Wheelbase (in.)105
 Weight (lb.)3,290
 % weight front/rear59/41
Cargo Measurement
 Max. Load (lb.)825
 Cargo Volume, cu.ft.25.5
 Towing Capacity (lb.)NR

Fuel

Regular
 EPA combined mpg26

Overall Score	NA
Predicted Reliability	⬆
Owner Satisfaction	⬇
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	*
Engine Minor	⬆	⬆	*
Engine Cooling	⬆	⬆	*
Transmission Major	⬆	⬆	*
Transmission Minor	⬇	⬆	*
Drive System	⬆	⬆	*
Fuel System	⬆	⬆	*
Electrical	⬆	⬆	*
Climate System	⬆	⬆	*
Suspension	⬆	⬆	*
Brakes	⬆	⬆	*
Exhaust	⬆	⬆	*
Paint/Trim	⬆	⬇	*
Noises/Leaks	⬆	⬇	*
Body Hardware	⬆	⬆	*
Power Equipment	⬆	⬆	*
In-Car Electronics	⬆	⬆	*
USED CAR VERDICTS	⬆	⬆	
NEW CAR PREDICTION	Better than average ⬆		

Nissan Altima



✓ This rather generic though roomy sedan uses a continuously variable transmission that works well when loafing around but dilutes the driving experience in more demanding situations. In our tests we got a decent 29 mpg overall with the 2.5-liter four-cylinder, and the 3.5-liter V6 returned 24 mpg overall. Handling feels mushy and saps confidence with its overly light steering, though it is ultimately secure. The ride is superficially soft, but over sharp bumps the suspension loses its absorptency. Controls are easy to use, but the infotainment system is fussy and limits phone interaction to voice commands. Blind-spot and lane-departure warning systems are available. For 2018, forward-collision warning with automatic emergency braking is standard.



Base Price: \$23,260–\$33,630

Body Styles: sedan

Trim Lines: 2.5 S, 2.5 SL, 2.5 SR, 2.5 SV, 3.5 SL

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 2.5-liter 4 (179 hp); 3.5-liter V6 (270 hp)

Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.) 192
Width (in.) 72
Height (in.) 58
Wheelbase (in.) 109
Weight (lb.) 3,245
% weight front/rear 61/39

Cargo Measurement

Max. Load (lb.) 900
Cargo Volume, cu.ft. 15.0
Towing Capacity (lb.) NR

Fuel

Regular
CR overall mpg 24-29

Overall Score	72-77
Predicted Reliability	⬆
Owner Satisfaction	1
Road Test Score	71-80
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	1	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	1	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	1	⬆	⬆
NEW CAR PREDICTION	Better than average ⬆		

Nissan Armada



This less expensive version of the Infiniti QX80 is powered by a slick and robust 390-hp, 5.6-liter V8. We got a paltry 14 mpg overall, however. Though the soft suspension absorbs bumps well, the body jostles frequently. Handling is clumsy, with slow steering and pronounced body roll, but it's ultimately secure. Inside, the spacious cabin has a premium feel, particularly in Platinum trim. Controls are a bit dated, and it's a far reach to some buttons and knobs. Seven- and eight-passenger seating configurations are available, and the third row can power fold and unfold. Advanced safety systems such as forward-collision warning with automatic braking and blind-spot warning are part of the technology package. Available in rear-wheel or full-time four-wheel drive, the Armada can tow a generous 8,500 pounds.



Base Price: \$46,090–\$65,090

Body Styles: 4-door SUV

Trim Lines: Platinum, Platinum Reserve, SL, SV

Drive Wheels: Rear, 4WD

Seating: 2 front, 2 rear, 3 third

Engines: 5.6-liter V8 (390 hp)

Transmissions: 7-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 209
Width (in.) 80
Height (in.) 76
Wheelbase (in.) 121
Weight (lb.) 5,910
% weight front/rear 52/48

Cargo Measurement

Max. Load (lb.) 1,545
Cargo Volume, cu.ft. 47.0
Towing Capacity (lb.) 8,500

Fuel

Regular
CR overall mpg 14

Overall Score	55
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	69
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average ⬆		

Nissan Frontier



Dating back to 2005, the compact Frontier pickup truck shares a platform with the discontinued Xterra SUV and the previous-generation full-sized Titan pickup. In our tests we found the Frontier to be quick and relatively nimble, with a stiff though tolerable ride. The strong 4.0-liter V6 revved smoothly and felt very strong, but fuel economy was a decidedly unimpressive 15 mpg overall. A 2.5-liter four-cylinder engine powers base models. Only crew- and extended-cab body styles are offered, but rear-seat room is tight even in the crew cab. A model with a longer pickup bed is available, but the tailgate is very heavy. A redesign is in the pipeline.



Base Price: \$18,390-\$36,800

Body Styles: crew cab; extended cab

Trim Lines: Desert Runner, PRO-4X, S, SL, SV

Drive Wheels: Rear, 4WD

Seating: 2 front, 3 rear

Engines: 2.5-liter 4 (152 hp); 4.0-liter V6 (261 hp)

Transmissions: 5-speed automatic; 5-speed manual; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	206
Width (in.)	73
Height (in.)	70
Wheelbase (in.)	126
Weight (lb.)	4,655
% weight front/rear	55/45

Cargo Measurement

Max. Load (lb.)	1,160
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	6,100

Fuel

Regular	
EPA combined mpg	17

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	NA

Reliability History			
Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Nissan Kicks



Nissan is replacing the funky-looking Juke with the Kicks, an all-new entry in the growing segment of subcompact SUVs. Unlike the Juke, the Kicks won't offer a turbo engine or all-wheel drive. It's really a budget car designed to appeal to those customers who would normally buy a Nissan Sentra or Versa Note but are attracted to a more versatile and fashionable SUV. The Kicks comes with a modest 125-hp, 1.6-liter four-cylinder engine that is coupled to a CVT. On paper, this combination doesn't look so promising, but it might be sufficient for a small, front-wheel-drive wagon. The Kicks goes on sale in June. If you're fond of the Juke, some 2017s remain on dealer lots.



Base Price: \$19,000-\$25,000E

Body Styles: wagon

Trim Lines: S, SR, SV

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.6-liter 4 (125 hp)

Transmissions: CVT

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History			
Trouble Spots			
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions

Length (in.)	169
Width (in.)	69
Height (in.)	62
Wheelbase (in.)	103
Weight (lb.)	NA
% weight front/rear	NA

Cargo Measurement

Max. Load (lb.)	NA
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	NR

Fuel

Regular	
EPA combined mpg	33

Nissan Leaf



The Nissan Leaf electric car has been redesigned for 2018, with a more powerful electric motor, a larger 40-kWh battery that is claimed to yield 150 miles of driving range, and new driver-assist features. It is priced slightly lower than the outgoing version. Some other EVs, notably the Chevrolet Bolt and Tesla Model 3, boast significantly longer driving ranges. An optional 60-kWh battery arrives for 2019, giving the car a claimed 200-mile range. The E-Pedal feature decelerates the Leaf when the driver eases off the accelerator. The new Leaf has firmer suspension for more responsive handling, but ride comfort has been compromised. Nissan's optional Pro Pilot Assist can help keep the car in a lane and adjust its speed according to surrounding traffic. Forward-collision warning with automatic emergency braking is standard.



Base Price: \$29,990-\$36,200
Body Styles: 4-door hatchback
Trim Lines: S, SL, SV
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: Electric (147 hp)
Transmissions: 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.) 176
 Width (in.) 71
 Height (in.) 61
 Wheelbase (in.) 106
 Weight (lb.) 3,450
 % weight front/rear NA

Cargo Measurement

Max. Load (lb.) 860
 Cargo Volume, cu.ft. 24.0
 Towing Capacity (lb.) NR

Fuel

Electric
 EPA combined mpg 112

Overall Score	NA
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	NA
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	*
Engine Minor	⬆	⬆	*
Engine Cooling	⬆	⬆	*
Transmission Major	⬆	⬆	*
Transmission Minor	⬆	⬆	*
Drive System	⬆	⬆	*
Fuel System	⬆	⬆	*
Electrical	⬆	⬆	*
Climate System	⬆	⬆	*
Suspension	⬆	⬆	*
Brakes	⬆	⬆	*
Exhaust	⬆	⬆	*
Paint/Trim	⬆	⬆	*
Noises/Leaks	⬆	⬆	*
Body Hardware	⬆	⬆	*
Power Equipment	⬆	⬆	*
In-Car Electronics	⬆	⬆	*
USED CAR VERDICTS	⬆	⬆	
NEW CAR PREDICTION	Better than average ⬆		

Nissan Maxima



The Maxima continues to use Nissan's smooth, powerful 3.5-liter V6, which is a highlight of the car. The continuously variable transmission works well for loafing around, but it saps any aspirations of sporty driving. Handling is mundane, and the ride is too stiff for a sedan that costs \$40,000. The Maxima has a plush interior, and a number of high-tech safety and connectivity features, and it uses a fairly straightforward infotainment system. A low roofline inhibits access and visibility. Controls are simple to use, and the front seats are very comfortable and supportive. The rear cabin, however, is rather cramped. An SR version with a stiffer suspension is available, but it lacks a sunroof. For 2018, forward-collision warning with automatic emergency braking is standard.



Base Price: \$33,270-\$40,940
Body Styles: sedan
Trim Lines: Platinum, S, SL, SR, SV
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 (300 hp)
Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.) 193
 Width (in.) 73
 Height (in.) 57
 Wheelbase (in.) 109
 Weight (lb.) 3,535
 % weight front/rear 61/39

Cargo Measurement

Max. Load (lb.) 900
 Cargo Volume, cu.ft. 14.0
 Towing Capacity (lb.) NR

Fuel

Premium
 CR overall mpg 25

Overall Score	71
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	81
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	
Engine Minor	⬆	⬆	
Engine Cooling	⬆	⬆	
Transmission Major	⬆	⬆	
Transmission Minor	⬆	⬆	
Drive System	⬆	⬆	
Fuel System	⬆	⬆	
Electrical	⬆	⬆	
Climate System	⬆	⬆	
Suspension	⬆	⬆	
Brakes	⬆	⬆	
Exhaust	⬆	⬆	
Paint/Trim	⬆	⬆	
Noises/Leaks	⬆	⬆	
Body Hardware	⬆	⬆	
Power Equipment	⬆	⬆	
In-Car Electronics	⬆	⬆	
USED CAR VERDICTS	⬆	⬆	
NEW CAR PREDICTION	Worse than average ⬆		

Nissan Murano



✓ Nissan's midsize SUV uses a punchy, refined 3.5-liter six-cylinder paired with a continuously variable transmission. The cabin is quiet and well-finished, and has an upscale feel to it. Handling is not very sporty, with overly light steering that reduces driver confidence. The ride is steady and absorbent on the standard 18-inch tires but less so on the Platinum trim's 20-inch tires. Optional safety features include blind-spot and cross-traffic warnings. An available 8-inch color display houses the NissanConnect infotainment system. For 2018, forward-collision warning with automatic emergency braking is standard.



Base Price: \$30,800–\$43,830
Body Styles: 4-door SUV
Trim Lines: Platinum, S, SL, SV
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 (260 hp)
Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.) 192
 Width (in.) 75
 Height (in.) 67
 Wheelbase (in.) 111
 Weight (lb.) 4,025
 % weight front/rear 59/41

Cargo Measurement

Max. Load (lb.) 900
 Cargo Volume, cu.ft. 33.5
 Towing Capacity (lb.) 1,500

Fuel

Regular
 CR overall mpg 21

Overall Score	72
Predicted Reliability	1
Owner Satisfaction	1
Road Test Score	77
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS	1	1	1
NEW CAR PREDICTION	Average 1		

Nissan Pathfinder



The midsize Pathfinder has seating for up to seven, but the second-row seat is very low and the third-row seat is tight. The 3.5-liter V6 and continuously variable transmission delivered respectable acceleration and 18 mpg overall in our tests. We found the ride to be comfortable enough, but handling lacks agility. The quiet cabin is spacious, and the controls are fairly easy to master. The passenger-side rear seat can be moved forward with a child seat installed. A recent freshening saw the V6 gain 24 hp and an increase in towing capacity to 6,000 pounds. Blind-spot warning and rear cross-traffic alert are available. For 2018, forward-collision warning with automatic emergency braking is standard. A new feature reminds parents to check for children in the rear seats before exiting the vehicle.



Base Price: \$31,040–\$44,260
Body Styles: 4-door SUV
Trim Lines: Platinum, S, SL, SV
Drive Wheels: Front, 4WD
Seating: 2 front, 3 rear, 2 third
Engines: 3.5-liter V6 (284 hp)
Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.) 199
 Width (in.) 77
 Height (in.) 70
 Wheelbase (in.) 114
 Weight (lb.) 4,505
 % weight front/rear 54/46

Cargo Measurement

Max. Load (lb.) 1,150
 Cargo Volume, cu.ft. 39.5
 Towing Capacity (lb.) 6,000

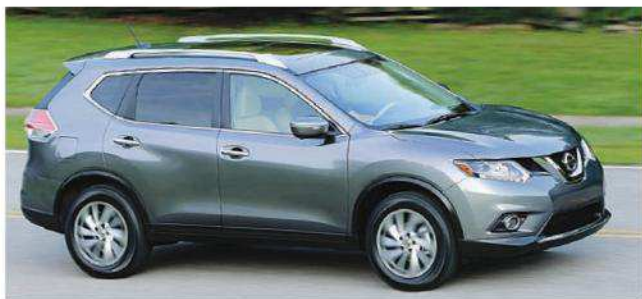
Fuel

Regular
 CR overall mpg 18

Overall Score	69
Predicted Reliability	1
Owner Satisfaction	
Road Test Score	72
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS	1	1	1
NEW CAR PREDICTION	Average 1		

Nissan Rogue



✓ The easy-to-drive Rogue is one of the better small SUVs. It is relatively roomy and quiet. Handling is sound, with prompt steering response and restrained body lean in corners. Power comes from a 2.5-liter four-cylinder mated to a continuously variable transmission. The CVT is not overly intrusive unless you tromp on the gas pedal. Our AWD Rogue delivered 24 mpg overall. The interior is spacious for the class and is nicely finished. The rear seat is very roomy. Available safety gear includes lane-departure warning and prevention. For 2018, forward-collision warning with automatic emergency braking is standard.



Base Price: \$24,800–\$32,530

Body Styles: 4-door SUV

Trim Lines: S, SL, SV

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.5-liter 4 (170 hp)

Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.)	185
Width (in.)	72
Height (in.)	66
Wheelbase (in.)	107
Weight (lb.)	3,590
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	900
Cargo Volume, cu.ft.	31.5
Towing Capacity (lb.)	1,100

Fuel

Regular	
CR overall mpg	24

Overall Score	73
Predicted Reliability	⬆
Owner Satisfaction	⬇
Road Test Score	74
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Better than average ⬆		

Nissan Rogue Sport



✓ Measuring a foot shorter than the familiar Rogue, the new Rogue Sport gives Nissan a competitor in the subcompact-SUV category. All trims use the same pleasant, though not overly powerful, 141-hp, 2.0-liter four-cylinder engine mated to a continuously variable transmission. In our tests we got 26 mpg overall, which doesn't stand out in the class. The Sport handles responsively and rides in a refined manner, with cabin noise kept to reasonable levels. Connectivity features include the available NissanConnect navigation/app system with a 7.0-inch color touch screen and Siri Eyes Free. Plus, the Sport offers a 360-degree-view camera, which is helpful for negotiating tight parking spaces. Rogue Sports built after February 2018 have standard forward-collision warning with automatic emergency braking.



Base Price: \$21,640–\$27,640

Body Styles: 4-door SUV

Trim Lines: S, SL, SV

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 (141 hp)

Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.)	172
Width (in.)	72
Height (in.)	63
Wheelbase (in.)	104
Weight (lb.)	3,365
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	900
Cargo Volume, cu.ft.	24.5
Towing Capacity (lb.)	NR

Fuel

Regular	
CR overall mpg	26

Overall Score	67
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	72
Crash Prevention	Opt.

Reliability History

Trouble Spots			
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average ⬆		

Nissan Sentra



Overall, the compact Sentra trails the class. A recent freshening resulted in a quieter car, thanks in part to the less intrusive CVT. Handling is fairly responsive and secure, but the ride is stiff and the driving experience is ho-hum and joyless. The tall stance makes getting in and out of the cabin easy, the elevated driving position helps visibility, and the rear seat is very roomy. Acceleration times are among the slowest in the class, the cockpit is narrow, and the front seats lack support. Improvements to occupant crash protection resulted in better IIHS crash-test scores, and available safety features include blind-spot warning and rear cross-traffic alert. Sportier turbo and NISMO versions are available. For 2018, most versions of the Sentra get standard forward-collision warning and automatic emergency braking.



Base Price: \$16,990–\$25,790
Body Styles: sedan
Trim Lines: NISMO, S, SL, SR, SR Turbo, SV
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 (124 hp); 1.8-liter 4 turbo (188 hp)
Transmissions: 6-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	182
Width (in.)	.69
Height (in.)	.59
Wheelbase (in.)	.106
Weight (lb.)	2,865
% weight front/rear	61/39
Cargo Measurement	
Max. Load (lb.)	860
Cargo Volume, cu.ft.	15.0
Towing Capacity (lb.)	NR
Fuel	
Regular	
CR overall mpg.	31

Overall Score	51
Predicted Reliability	
Owner Satisfaction	
Road Test Score	62
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
			
NEW CAR PREDICTION			
	Worse than average		

Nissan Titan



The regular Titan is more pleasant to drive than the Titan XD version, which is closer in ride and handling to a heavy-duty version. The light-duty Titan comes with a smooth and punchy gas 5.6-liter V8 that is mated to a slick and responsive seven-speed automatic transmission. A V6 engine will follow later. The ride is more tolerable than the XD's, and handling is less clumsy. The roomy cabin has a variety of handy storage places, and the rear tailgate is damped--a nice touch. A suite of safety and driver-assistance features is offered, including Nissan's surround-view camera system, blind-spot warning, and moving-object detection. When properly equipped, the Titan can tow 9,390 pounds.



Base Price: \$29,580–\$55,850
Body Styles: crew cab; extended cab; regular cab
Trim Lines: Platinum, PRO-4X, S, SL, SV
Drive Wheels: Rear, 4WD
Seating: 3 front, 3 rear
Engines: 5.6-liter V8 (390 hp)
Transmissions: 7-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	.228
Width (in.)	.80
Height (in.)	.77
Wheelbase (in.)	.140
Weight (lb.)	5,770
% weight front/rear	58/42
Cargo Measurement	
Max. Load (lb.)	1,435
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	9,390
Fuel	
Regular	
CR overall mpg.	16

Overall Score	62
Predicted Reliability	
Owner Satisfaction	
Road Test Score	79
Crash Prevention	NA

Reliability History

Trouble Spots			
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION			
	Worse than average		

Nissan Versa



Nissan's subcompact Versa sedan, with its cheap interior and noisy cabin, even lags behind other unimpressive subcompacts. Overall, it feels like a bare-bones penalty box. The engine drones as the car gathers speed, and the continuously variable transmission exacerbates engine noise. Handling, though secure, lacks precision, and the car feels clumsy as a result. The ride is stiff, with short quick pitches that make it feel jumpy. To its credit, the rear seat is relatively roomy, most controls are straightforward, and fuel economy is commendable at 32 mpg overall. The Versa Note is a much nicer car and a better choice. The Versa scored a Poor in the IIHS small-overlap crash test.



Base Price: \$11,990-\$17,280

Body Styles: sedan

Trim Lines: S, S Plus, SV

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.6-liter 4 (109 hp)

Transmissions: 5-speed manual; CVT

Overall Score	52
Predicted Reliability	⬆
Owner Satisfaction	⬇
Road Test Score	56
Crash Prevention	NA

Reliability History			
Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

Facts & Figures

Exterior Dimensions

Length (in.)	175
Width (in.)	67
Height (in.)	60
Wheelbase (in.)	102
Weight (lb.)	2,430
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	15.0
Towing Capacity (lb.)	NR

Fuel

Regular	
CR overall mpg	32

USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average	⬆	

Nissan Versa Note



This little subcompact offers amazing space and versatility. It's also quieter and more relaxed to drive than most competitors. Its tall stance and wide doors make it easy to maneuver, park, and hop into and out of. The rear seat is really roomy, and the ride feels comfortable and relaxed. Handling is more responsive than the Versa sedan's. Our main gripes are its awkward driving position, squishy front seats, and lack of interior storage. The continuously variable transmission can magnify coarse engine noise when accelerating, but its 31 mpg overall is respectable. Standard Bluetooth, available heated seats, and the surround-view camera system are helpful features.



Base Price: \$15,480-\$18,710

Body Styles: 4-door hatchback

Trim Lines: S, SR, SV

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.6-liter 4 (109 hp)

Transmissions: CVT

Overall Score	62
Predicted Reliability	⬆
Owner Satisfaction	⬇
Road Test Score	61
Crash Prevention	NA

Reliability History			
Trouble Spots	15	16	17
Engine Major	⬆	⬆	*
Engine Minor	⬆	⬆	*
Engine Cooling	⬆	⬆	*
Transmission Major	⬆	⬆	*
Transmission Minor	⬆	⬆	*
Drive System	⬆	⬆	*
Fuel System	⬆	⬆	*
Electrical	⬆	⬆	*
Climate System	⬆	⬆	*
Suspension	⬆	⬆	*
Brakes	⬆	⬆	*
Exhaust	⬆	⬆	*
Paint/Trim	⬆	⬆	*
Noises/Leaks	⬆	⬆	*
Body Hardware	⬆	⬆	*
Power Equipment	⬆	⬆	*
In-Car Electronics	⬆	⬆	*

Facts & Figures

Exterior Dimensions

Length (in.)	164
Width (in.)	67
Height (in.)	61
Wheelbase (in.)	102
Weight (lb.)	2,470
% weight front/rear	60/40

Cargo Measurement

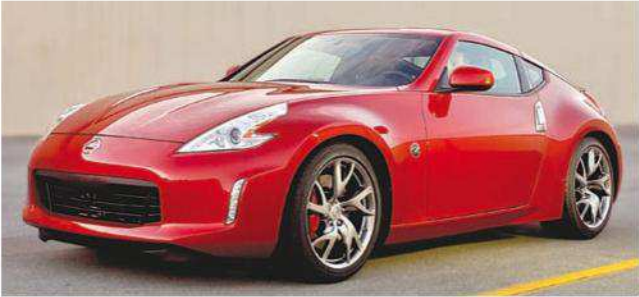
Max. Load (lb.)	850
Cargo Volume, cu.ft.	23.0
Towing Capacity (lb.)	NR

Fuel

Regular	
CR overall mpg	31

USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average	⬆	

Nissan Z



✓ Employing a strong and smooth 3.7-liter V6, the Nissan Z delivers quick acceleration and respectable fuel economy. The six-speed manual is a bit stiff but easy enough to use, and it can match revs on downshifts. Handling is planted, with quick steering and lots of grip, but somehow the car isn't as engaging to drive as one would expect. The ride is very stiff and choppy, and road and tire noise are constant. The Z's well-finished interior is cramped, and visibility is lousy. The radio and climate controls are very low, and their labels are small. Convertible and stiffer-riding, higher-performance NISMO versions are available. A noise cancellation/enhancement system helps to quiet some of the interior racket.



Base Price: \$29,990-\$49,400
Body Styles: convertible; coupe
Trim Lines: Base, NISMO Tech, Sport, Sport Tech, Touring, Touring Sport
Drive Wheels: Rear
Seating: 2 front
Engines: 3.7-liter V6 (332 hp); 3.7-liter V6 (350 hp)
Transmissions: 7-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.).....167
 Width (in.).....73
 Height (in.).....52
 Wheelbase (in.).....100
 Weight (lb.).....3,385
 % weight front/rear.....54/46

Cargo Measurement

Max. Load (lb.).....450
 Cargo Volume, cu.ft.....7.0
 Towing Capacity (lb.).....NR

Fuel

Premium
 CR overall mpg.....23

Overall Score	73
Predicted Reliability	1
Owner Satisfaction	1
Road Test Score	81
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average 1		

Porsche 718 Boxster



✓ Porsche's roadster offers turbocharged 2.0- and 2.5-liter four-cylinder engines, replacing the previous Sixes. Most 718s come with a seven-speed automated manual, which impersonates a manually shifted gearbox quite well. A manual transmission is also available. Chopping off two cylinders brought more readily available power and a throaty thrum, but at the expense of Porsche's high-revving zing. Handling is superlative, with impressive grip and balance, which make the car super-responsive and fun to drive. The ride is very firm but not too punishing. The cabin has a premium ambience, but the button overload takes getting used to. Opening or closing the well-insulated power top takes 10 seconds, even on the move up to 43 mph. The front trunk is a bonus.



Base Price: \$56,000-\$68,400
Body Styles: convertible
Trim Lines: Base, S
Drive Wheels: Rear
Seating: 2 front
Engines: 2.0-liter 4 turbo (300 hp); 2.5-liter 4 turbo (350 hp)
Transmissions: 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.).....172
 Width (in.).....71
 Height (in.).....50
 Wheelbase (in.).....97
 Weight (lb.).....3,150
 % weight front/rear.....44/56

Cargo Measurement

Max. Load (lb.).....485
 Cargo Volume, cu.ft.....4.0
 Towing Capacity (lb.).....NR

Fuel

Premium
 CR overall mpg.....26

Overall Score	83
Predicted Reliability	1
Owner Satisfaction	2
Road Test Score	95
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average 1		

Porsche 911



✓ The 911's iconic shape hides a thoroughly modern sports car, delivering performance and relative refinement. All the engines have been updated, with the base model getting a 370-hp six-cylinder engine and the Carrera S a 420-hp engine, both matched with a seven-speed manual. There are numerous higher-performance versions offered. The 911 is quick, with sublime handling that makes you feel directly connected to the machine. The exhaust note is terrific, and driving the automated manual is almost as thrilling as the stick shift. The 911 isn't particularly taxing on long trips, thanks to its relatively supple ride and subdued noise levels, but the low-slung cabin makes getting in and out a challenge. The interior is beautifully crafted, but the numerous buttons and switches can be daunting at first.



Base Price: \$91,100–\$203,000

Body Styles: convertible; coupe

Trim Lines: Carrera, Carrera S, Carrera T, GT2 RS, GT3, GTS, Targa 4, Targa 4S, Turbo, Turbo S

Drive Wheels: Rear, AWD

Seating: 2 front, 2 rear

Engines: 3.0-liter 6 turbo (370 hp, 420 hp, 450 hp); 3.8-liter 6 turbo (540 hp); 3.8-liter 6 turbo (580 hp, 607 hp, 700 hp); 4.0-liter 6 (500 hp)

Transmissions: 7-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	177
Width (in.)	71
Height (in.)	51
Wheelbase (in.)	96
Weight (lb.)	3,235
% weight front/rear	38/62

Cargo Measurement

Max. Load (lb.)	660
Cargo Volume, cu.ft.	5.0
Towing Capacity (lb.)	NR

Fuel

Premium	
CR overall mpg.	23

Overall Score	87
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	95
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	*	⬆
Engine Minor	⬆	*	⬆
Engine Cooling	⬆	*	⬆
Transmission Major	⬆	*	⬆
Transmission Minor	⬆	*	⬆
Drive System	⬆	*	⬆
Fuel System	⬆	*	⬆
Electrical	⬆	*	⬆
Climate System	⬆	*	⬆
Suspension	⬆	*	⬆
Brakes	⬆	*	⬆
Exhaust	⬆	*	⬆
Paint/Trim	⬆	*	⬆
Noises/Leaks	⬆	*	⬆
Body Hardware	⬆	*	⬆
Power Equipment	⬆	*	⬆
In-Car Electronics	⬆	*	⬆
USED CAR VERDICTS	⬆		⬆
NEW CAR PREDICTION	Better than average ⬆		

Porsche Cayenne



The midsize Cayenne is one of the sportiest, most responsive SUVs available. The V6 engine and very smooth eight-speed automatic work well together. V8 and hybrid engines are also available. The ride is steady and composed but rather stiff at low speeds. The seats are supportive and comfortable, and the cargo area is roomy enough. Interior fit and finish is impeccable, with high-quality leather and brushed-aluminum trim, but the controls can be confusing at first. The touch screen for audio, navigation, and phone interaction is easy to reach and straightforward to use. A plug-in hybrid is available and has a 14-mile electric range. It takes 2.5 hours to charge with a 240-volt connector. A redesign arrives in spring 2018.



Base Price: \$59,600–\$159,600

Body Styles: 4-door SUV

Trim Lines: Base, GTS, S, S E-Hybrid, Turbo, Turbo S

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 3.0-liter V6 hybrid (416 hp); 3.6-liter V6 (300 hp); 3.6-liter V6 turbo (420 hp); 3.6-liter V6 turbo (440 hp); 4.8-liter V8 turbo (520 hp); 4.8-liter V8 turbo (570 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	191
Width (in.)	79
Height (in.)	67
Wheelbase (in.)	114
Weight (lb.)	4,795
% weight front/rear	53/47

Cargo Measurement

Max. Load (lb.)	1,280
Cargo Volume, cu.ft.	33.0
Towing Capacity (lb.)	7,715

Fuel

Premium	
CR overall mpg.	19

Overall Score	56
Predicted Reliability	⬇
Owner Satisfaction	⬆
Road Test Score	78
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	⬆	*
Engine Minor	*	⬆	*
Engine Cooling	*	⬆	*
Transmission Major	*	⬆	*
Transmission Minor	*	⬆	*
Drive System	*	⬇	*
Fuel System	*	⬆	*
Electrical	*	⬆	*
Climate System	*	⬆	*
Suspension	*	⬆	*
Brakes	*	⬆	*
Exhaust	*	⬆	*
Paint/Trim	*	⬆	*
Noises/Leaks	*	⬆	*
Body Hardware	*	⬆	*
Power Equipment	*	⬆	*
In-Car Electronics	*	⬆	*
USED CAR VERDICTS	⬇		⬇
NEW CAR PREDICTION	Much worse than average ⬇		

Porsche Macan



✓ Porsche's Macan combines much of the performance and feel of its sports cars with the functional package of a small SUV. Three 3.0-liter, V6 turbo engines are offered, ranging from 340 to 400 hp, in addition to a 2.0-liter turbo four-cylinder. Though based on the previous-generation Audi Q5, the power, handling, and engine note are true Porsche. In fact, this is one of the best-handling SUVs we've ever tested. The seats, controls, fit and finish, and attention to detail are all first-rate. The firm ride is steady and controlled but not plush. The cabin is quite snug, and the center dashboard is a dizzying array of buttons that can be confusing at first. While the Macan isn't meant for utilitarian tasks, it possesses impressively high towing and payload capacities.



Base Price: \$47,500-\$86,445
Body Styles: 4-door SUV
Trim Lines: Base, GTS, S, Turbo
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (252 hp); 3.0-liter V6 turbo (340 hp); 3.0-liter V6 turbo (360 hp); 3.6-liter V6 turbo (400 hp)
Transmissions: 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.).....184
 Width (in.).....76
 Height (in.).....64
 Wheelbase (in.).....111
 Weight (lb.).....4,415
 % weight front/rear.....57/43

Cargo Measurement

Max. Load (lb.).....1,150
 Cargo Volume, cu.ft.....29.0
 Towing Capacity (lb.).....5,220

Fuel

Premium
 CR overall mpg.....19

Overall Score	80
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	85
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Better than average		

Porsche Panamera



The second-generation Panamera preserves the original's sporty Porsche driving experience. This large, four-door luxury car hides beneath a coupe silhouette and retains its versatile hatchback configuration. New turbocharged engines provide plenty of motivation. An optional air suspension and advanced safety features are also available. The Panamera delivers performance and agility along with enough room for four adults to ride comfortably. All versions except for the base car come with all-wheel drive. The new interior features a large touch screen to interface with audio, navigation, and various settings. Also new is a confusing electronic shifter, which is surrounded by a piano-black surface that houses many flush buttons.



Base Price: \$85,000-\$160,000
Body Styles: 4-door hatchback
Trim Lines: 4, 4 E-Hybrid, 4S, Base, Executive, Sport Turismo, Turbo
Drive Wheels: Rear, AWD
Seating: 2 front, 2 rear
Engines: 2.9-liter V6 turbo (440 hp); 2.9-liter V6 hybrid (462 hp); 3.0-liter V6 turbo (330 hp); 4.0-liter V8 turbo (550 hp); 4.0-liter V8 hybrid (680 hp)
Transmissions: 8-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.).....199
 Width (in.).....76
 Height (in.).....56
 Wheelbase (in.).....116
 Weight (lb.).....4,125
 % weight front/rear.....NA

Cargo Measurement

Max. Load (lb.).....990
 Cargo Volume, cu.ft.....17.0
 Towing Capacity (lb.).....NR

Fuel

Premium
 EPA combined mpg.....23

Overall Score	NA
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	NA
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Ram 1500



The outgoing Ram was the most comfortable-riding full-sized pickup on the market, thanks to a coil-spring rear suspension setup. The 2019 truck keeps that suspension, and we hope retains the old trucks ride. The smooth 5.7-liter V8 carries over, and has mild-hybrid technology available as an option. The base 3.6-liter V6 has that hybrid system as standard equipment. The torquey 3.0-liter diesel V6 version is expensive but delivers effortless thrust. In the old truck is returned 20 mpg overall in our tests. Rear-seat room is generous, and the Uconnect touch-screen infotainment system is easy to use. The top trim Limited is lavishly furnished inside, and features an enormous touch screen for the Uconnect system.



Base Price: \$31,695-\$57,690
Body Styles: crew cab; extended cab; regular cab
Trim Lines: Big Horn, Laramie, Longhorn, Limited, Rebel, Tradesman
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbodiesel (240 hp); 3.6-liter V6 (305 hp); 5.7-liter V8 (395 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 229
 Width (in.) 82
 Height (in.) 79
 Wheelbase (in.) 145
 Weight (lb.) 5,200
 % weight front/rear NA
Cargo Measurement
 Max. Load (lb.) 2,300
 Cargo Volume, cu.ft. NA
 Towing Capacity (lb.) 12,750

Fuel

Regular or diesel
 EPA combined mpg 17

Overall Score	NA
Predicted Reliability	1
Owner Satisfaction	2
Road Test Score	NA
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	2	3	4
Engine Minor	2	3	4
Engine Cooling	3	4	5
Transmission Major	3	4	5
Transmission Minor	3	4	5
Drive System	3	4	5
Fuel System	1	2	3
Electrical	3	4	5
Climate System	2	3	4
Suspension	3	4	5
Brakes	3	4	5
Exhaust	3	4	5
Paint/Trim	2	3	4
Noises/Leaks	3	4	5
Body Hardware	3	4	5
Power Equipment	1	2	3
In-Car Electronics	1	2	3
USED CAR VERDICTS	1	2	3
NEW CAR PREDICTION	Average 1		

Subaru Ascent



Subaru's new midsize three-row SUV goes on sale in June, and competes with the Honda Pilot and Toyota Highlander. The Ascent is powered by an all-new 2.4-liter turbocharged four-cylinder engine mated to a continuously variable transmission. Standard all-wheel drive is a given, and both seven- and eight-passenger configurations will be available. Subaru's EyeSight suite of active safety features, including forward-collision warning and automatic emergency braking, is standard. Over the years, Subaru has perfected the small SUV with the Forester, offering a fuel-efficient, spacious model that stands out in a crowded field. Hopefully those lessons will translate to this larger, roomier model that is tasked with keeping Subaru families from outgrowing the brand's offerings.



Base Price: \$31,995-\$44,695
Body Styles: 4-door SUV
Trim Lines: Base, Limited, Premium, Touring
Drive Wheels: AWD
Seating: 2 front, 3 rear, 3 third
Engines: 2.4-liter 4 turbo (260 hp)
Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.) 197
 Width (in.) 76
 Height (in.) 72
 Wheelbase (in.) 114
 Weight (lb.) 4,475
 % weight front/rear NA
Cargo Measurement
 Max. Load (lb.) NA
 Cargo Volume, cu.ft. NA
 Towing Capacity (lb.) 5,000

Fuel

Premium
 EPA combined mpg 23

Overall Score	NA
Predicted Reliability	1
Owner Satisfaction	2
Road Test Score	NA
Crash Prevention	Std./3

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average 1		

Subaru BRZ



Developed with Toyota, Subaru's rear-wheel-drive sports car features a 2.0-liter, four-cylinder engine with a choice of a six-speed manual or automatic transmission. Handling is super-responsive, with cornering precision that makes the BRZ fun to drive. The car turns in promptly, with almost no body lean. The steering is quick and well-weighted. At its limits, the BRZ is slightly more forgiving than the similar Toyota 86 because the BRZ is less prone to sliding its tail during spirited driving. The ride is also a bit more jittery than in the 86. The cabin is relatively plain, with well-bolstered sport seats. Everything needed for enthusiastic driving is in easy reach, with a perfectly placed steering wheel, pedals, and shifter. The cabin is snug, but there is good space for the driver. But the ride and elevated noise can be taxing.



Base Price: \$25,595-\$33,495
Body Styles: coupe
Trim Lines: Limited, Premium, tS
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 (200 hp); 2.0-liter 4 (205 hp)
Transmissions: 6-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.).....167
 Width (in.).....70
 Height (in.).....51
 Wheelbase (in.).....101
 Weight (lb.).....2,770
 % weight front/rear.....55/45
Cargo Measurement
 Max. Load (lb.).....700
 Cargo Volume, cu.ft.....7.0
 Towing Capacity (lb.).....NR
Fuel
 Premium
 CR overall mpg.....30

Overall Score	82
Predicted Reliability	
Owner Satisfaction	
Road Test Score	79
Crash Prevention	NA

Reliability History			
Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Subaru Crosstrek



The Crosstrek is an appealing option for buyers who don't need the room of a compact SUV. It has better fuel economy, improved ride comfort, and reduced cabin noise compared with the previous generation. The 2.0-liter, four-cylinder engine is mated to a continuously variable transmission. This combination gets the job done, but it won't set your heart on fire. But its 29 mpg overall is quite frugal for an AWD vehicle. The Crosstrek has secure handling, though it isn't sporty to drive. The infotainment system is capable and user-friendly. Subaru's optional EyeSight driver-assist system includes automatic emergency braking and lane-departure warning with lane-keeping assist. Other available safety features include blind-spot warning and rear cross-traffic alert.



Base Price: \$21,795-\$26,295
Body Styles: 4-door SUV
Trim Lines: Base, Limited, Premium
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (152 hp)
Transmissions: 6-speed manual; CVT

Overall Score	80
Predicted Reliability	
Owner Satisfaction	
Road Test Score	87
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions

Length (in.).....176
 Width (in.).....71
 Height (in.).....64
 Wheelbase (in.).....105
 Weight (lb.).....3,190
 % weight front/rear.....59/41
Cargo Measurement
 Max. Load (lb.).....900
 Cargo Volume, cu.ft.....27.5
 Towing Capacity (lb.).....1,500
Fuel
 Regular
 CR overall mpg.....29

Subaru Forester



✓ Hitting the sweet spot among small SUVs, the Forester delivers a spacious interior, impressive safety equipment and crashworthiness, and outstanding visibility in a right-sized, affordable package. Fuel economy is excellent at 26 mpg overall, especially given the standard AWD. The ride is supple, and handling is very secure. Engine noise is pronounced when merging or climbing hills, however. Controls are straightforward and easy to use. The infotainment and connectivity systems have finally been updated with an intuitive touch screen. Midtrim Foresters bring a lot of content for the money, but it's easy to crest \$30,000 with option packages. A feisty turbo comes with XT trim but compromises the value equation. The optional EyeSight system includes forward-collision warning and automatic emergency braking.



Base Price: \$22,795–\$36,090

Body Styles: 4-door SUV

Trim Lines: 2.0XT Premium, 2.0XT Touring, 2.5i, 2.5i Limited, 2.5i Premium, 2.5i Touring

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (250 hp); 2.5-liter 4 (170 hp)

Transmissions: 6-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	181
Width (in.)	71
Height (in.)	66
Wheelbase (in.)	104
Weight (lb.)	3,370
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	900
Cargo Volume, cu.ft.	35.5
Towing Capacity (lb.)	1,500

Fuel

Regular or premium	
CR overall mpg	26

Overall Score	84
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	85
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Much better than average		

Subaru Impreza



The Impreza is a roomy compact that is available in sedan and five-door hatchback body styles. It has a very comfortable ride, agile and secure handling, and a relatively quiet cabin. The 2.0-liter, four-cylinder engine is mated to a continuously variable transmission that mimics a conventional automatic transmission and is not overly intrusive. The Impreza is satisfying to drive. Steering is responsive, and the body remains sure-footed in corners, no matter how bumpy the road. We got 30 mpg overall with our sedan, commendable given the standard all-wheel drive. The infotainment screen is easy to use, and the rear seat is roomy for a compact car. We recommend buying Subaru's comprehensive EyeSight suite of advanced safety gear, which includes forward-collision warning and automatic emergency braking.



Base Price: \$18,395–\$24,595

Body Styles: sedan; wagon

Trim Lines: 2.0i, Limited, Premium, Sport

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 (152 hp)

Transmissions: 5-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	182
Width (in.)	70
Height (in.)	57
Wheelbase (in.)	105
Weight (lb.)	3,085
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	12.0
Towing Capacity (lb.)	NR

Fuel

Regular	
CR overall mpg	30

Overall Score	66
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	85
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Worse than average		

Subaru Legacy



✓ The Legacy is one of the roomier, quieter, and more refined midsize sedans--attributes that help it remain as one of our top-scoring models in the class. Its ride is more comfortable than some luxury cars', and handling is sound and secure. The 2.5-liter four-cylinder is no rocket, but it gets the job done and returns 26 mpg overall. A stronger, quieter, and thirstier 3.6-liter six-cylinder transforms the car, giving it strong performance. The unobtrusive CVT behaves much like a conventional automatic. The infotainment system includes an easy-to-use touch screen with internet radio and Bluetooth. Advanced safety features, such as automatic emergency braking and blind-spot monitoring, are optional. For 2018 Subaru has made the car less jumpy when starting up from a stop, and Android Auto and Apple CarPlay compatibility are standard.



Base Price: \$22,195-\$31,945

Body Styles: sedan

Trim Lines: 2.5i, 2.5i Limited, 2.5i Premium, 2.5 Sport, 3.6R Limited

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.5-liter 4 (175 hp); 3.6-liter 6 (256 hp)

Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.).....189
Width (in.).....72
Height (in.).....59
Wheelbase (in.).....108
Weight (lb.).....3,470
% weight front/rear.....59/41

Cargo Measurement

Max. Load (lb.).....850
Cargo Volume, cu.ft.....15.0
Towing Capacity (lb.).....NR

Fuel

Regular
CR overall mpg.....26

Overall Score	81
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	89
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Better than average		

Subaru Outback



✓ An SUV alternative, the Outback is roomy and functional, and appeals to the practical-minded buyer. It rides very comfortably, with secure handling and standard AWD. The 2.5-liter four-cylinder returns 24 mpg overall and drives through a standard continuously variable transmission. A stronger and thirstier 3.6-liter six-cylinder transforms the car, making it quicker and quieter. The controls are easy-to-use, including the touch-screen infotainment system. The wagon's generous rear seat is spacious enough for three adults. The generous cargo area is comparable to an SUV's, with a lower loading height to boot. The optional EyeSight safety suite adds automatic emergency braking. For 2018 the Outback is less jumpy when accelerating from a stop, and Android Auto and Apple CarPlay compatibility are standard.



Base Price: \$25,895-\$38,690

Body Styles: wagon

Trim Lines: 2.5i, 2.5i Limited, 2.5i Premium, 2.5i Touring, 3.6R Limited, 3.6R Touring

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.5-liter 4 (175 hp); 3.6-liter 6 (256 hp)

Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.).....190
Width (in.).....72
Height (in.).....66
Wheelbase (in.).....108
Weight (lb.).....3,640
% weight front/rear.....57/43

Cargo Measurement

Max. Load (lb.).....900
Cargo Volume, cu.ft.....34.0
Towing Capacity (lb.).....2,700

Fuel

Regular
CR overall mpg.....22-24

Overall Score	76-78
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	82-85
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Average		

Subaru WRX



With its blistering acceleration and tenacious cornering grip, the WRX is built for the enthusiast driver. A manual is standard, and the optional CVT has eight predetermined ratios that the driver controls via steering-wheel paddles. Power is abundant, handling is nimble, and the WRX is very capable on a track. But the ride is very stiff and choppy, and the clunky shifter and abrupt clutch engagement make the WRX frustrating as a daily driver. The higher-performance WRX STI has a different transmission and suspension, and a more powerful 305-hp engine. Subaru's EyeSight safety system includes automatic emergency braking and lane-departure warning. Recent updates include enhanced suspension tuning, interior refinements, and some new features.



Base Price: \$26,995-\$40,895

Body Styles: sedan

Trim Lines: Base, Limited, Premium, STI, STI Limited, Type RA

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (268 hp); 2.5-liter 4 turbo (305 hp); 2.5-liter 4 turbo (310 hp)

Transmissions: 6-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.)180
Width (in.)69
Height (in.)58
Wheelbase (in.)103
Weight (lb.)3,320
% weight front/rear 60/40

Cargo Measurement

Max. Load (lb.) 850
Cargo Volume, cu.ft.11.0
Towing Capacity (lb.) NR

Fuel

Premium
CR overall mpg26

Overall Score	65
Predicted Reliability	1
Owner Satisfaction	▲
Road Test Score	75
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	▲	▲	▲
Engine Minor	▲	▲	▲
Engine Cooling	▲	▲	▲
Transmission Major	1	▲	▲
Transmission Minor	▲	▲	▲
Drive System	▲	▲	▲
Fuel System	▲	▲	▲
Electrical	▲	▲	▲
Climate System	1	▲	▲
Suspension	1	▲	▲
Brakes	▲	▲	▲
Exhaust	▲	▲	▲
Paint/Trim	▲	▲	▲
Noises/Leaks	▲	1	▲
Body Hardware	▲	▲	▲
Power Equipment	▲	▲	▲
In-Car Electronics	1	1	1
USED CAR VERDICTS	1	▲	▲
NEW CAR PREDICTION	Average 1		

Tesla Model 3



The latest model to join Tesla's portfolio is the Model 3 sedan, positioned as the most affordable car in the line. The base version starts at \$35,000 before incentives, and has an EPA-estimated 220-mile range. The long-range version we bought is rated at 310 miles. It has smooth and effortless acceleration, with fantastic handling thanks to the quick steering and minimal any body roll. The ride, however, is overly stiff and wind noise is pronounced at highway speeds. We opted for the optional Autopilot driver-assist feature, which allows the car to follow the road and adjust speed on its own. It can be a convenience in some situations. The dash is barren, with the exception of a massive, landscape-oriented touch screen. The rear seat is too low, and lacks useful thigh support for most passengers.



Base Price: \$36,200-\$44,000

Body Styles: sedan

Trim Lines: Long Range, Standard

Drive Wheels: Rear

Seating: 2 front, 3 rear

Engines: Electric (258 hp)

Transmissions: 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.)185
Width (in.)73
Height (in.)57
Wheelbase (in.)113
Weight (lb.)3,895
% weight front/rear48/52

Cargo Measurement

Max. Load (lb.) 890
Cargo Volume, cu.ft.15.0
Towing Capacity (lb.) NR

Fuel

Electric
EPA combined mpg130

Overall Score	NA
Predicted Reliability	1
Owner Satisfaction	▲
Road Test Score	NA
Crash Prevention	Std./▲

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average 1		

Tesla Model S



✓ This sleek, fully electric four-door luxury car seats five, or seven with the optional rear-facing jump seats. With its standard 75-kWh battery, we found that the Model S could cover 235 miles on a single charge. The car can be charged in about 6 hours on a dedicated Tesla connector. Performance is exceptional, with quiet and thrilling acceleration, pinpoint handling, and a firm yet comfortable ride—particularly with the standard 19-inch tires and air suspension. The hatchback design aids versatility, and the front trunk is a bonus. A huge iPad-like center touch screen interfaces with most functions but proves to be distracting. Other drawbacks include restricted visibility and range limitations, especially in cold weather. All-wheel drive is now standard, and active safety features are available.



Base Price: \$79,500–\$135,000

Body Styles: sedan

Trim Lines: 100D, 75D, P100D

Drive Wheels: AWD

Seating: 2 front, 3 rear, 2 third

Engines: Electric (417 hp); Electric (463 hp); Electric (532 hp)

Transmissions: 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.)196
Width (in.)77
Height (in.)57
Wheelbase (in.)117
Weight (lb.)4,960
% weight front/rear51/49

Cargo Measurement

Max. Load (lb.)890
Cargo Volume, cu.ft.32.0
Towing Capacity (lb.)NR

Fuel

Electric
CR overall mpg87

Overall Score	94
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	100
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Better than average ⬆		

Tesla Model X



The electric-powered Model X is more showy than practical. It features rear doors that open up and out of the way, giving easy access to the second-row seats. But these massive doors take their time to open and close. The huge windshield extends up and over the front-seat occupants, making the cabin feel airy and futuristic. Buyers can opt for a five-, six-, or seven-passenger seating configuration, but unlike in every other SUV, the second row doesn't fold if you have the two captain's chairs, which compromises utility. Getting into the third-row is complicated by having to motor the middle seats forward, but at least the resulting entry path is decently sized. Like the S, the Model X is very quick and handles well. But ride comfort and noise isolation aren't as good as in the S. The 90-kWh version we tested had a realistic 230-mile range.



Base Price: \$85,500–\$140,000

Body Styles: 4-door SUV

Trim Lines: 100D, 75D, P100D

Drive Wheels: AWD

Seating: 2 front, 2 rear, 2 third

Engines: Electric (417 hp); Electric (463 hp); Electric (532 hp)

Transmissions: 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.)198
Width (in.)82
Height (in.)64
Wheelbase (in.)117
Weight (lb.)5,415
% weight front/rear50/50

Cargo Measurement

Max. Load (lb.)1,170
Cargo Volume, cu.ft.26.0
Towing Capacity (lb.)5,000

Fuel

Electric
CR overall mpg92

Overall Score	53
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	77
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Much worse than average ⬆		

Toyota 4Runner



Tough and ready to tackle off-roading adventures, the 4Runner falls short of most modern SUVs. Its rough-sounding 4.0-liter V6 is powerful and reasonably fuel-efficient. But the ride is unsettled, and handling is clumsy. The body leans noticeably while cornering, and the bobbing and bouncing ride chips away at driver confidence. A high step-in and low ceiling compromise access and driving position. Ground clearance is generous, and underbody skid plates are standard. The part-time 4WD system includes a low range for tough off-road duty. Controls are simple, with big buttons and knobs, but the radio touch screen is relatively small. A third-row seat is optional, and the power-retractable rear window is handy. Modern electronic safety gear such as blind-spot monitoring and forward-collision warning is unavailable.



Base Price: \$34,210-\$44,560

Body Styles: 4-door SUV

Trim Lines: Limited, SR5, SR5 Premium, TRD Off-Road, TRD Pro

Drive Wheels: Rear, 4WD

Seating: 2 front, 3 rear, 2 third

Engines: 4.0-liter V6 (270 hp)

Transmissions: 5-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	190
Width (in.)	76
Height (in.)	72
Wheelbase (in.)	110
Weight (lb.)	4,665
% weight front/rear	53/47

Cargo Measurement

Max. Load (lb.)	1,155
Cargo Volume, cu.ft.	44.5
Towing Capacity (lb.)	5,000

Fuel

Regular	
CR overall mpg	18

Overall Score	62
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	55
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Much better than average ⬆️		

Toyota 86



Jointly developed with Subaru, the rear-wheel-drive Toyota 86 features a 2.0-liter, four-cylinder engine, teamed with a choice of a six-speed manual or automatic transmission. Its low curb weight and balanced weight distribution help give it precise handling. In corners, the car turns in promptly, but it can be challenging to control at its limits. The steering is well-weighted, and the ride is slightly more compliant than its Subaru BRZ sibling's. Braking performance is impressive, with very short stopping distances in wet and dry conditions. Inside, the cabin is relatively plain, with well-bolstered sport seats, but getting in and out requires a bit of ducking. The vestigial rear seats are best left for cargo. The standard audio system has a 7-inch touch-screen display. No advanced crash-prevention features are available.



Base Price: \$26,255-\$29,875

Body Styles: coupe

Trim Lines: 860 SE, Base

Drive Wheels: Rear

Seating: 2 front, 2 rear

Engines: 2.0-liter 4 (205 hp)

Transmissions: 6-speed automatic;
6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	167
Width (in.)	70
Height (in.)	51
Wheelbase (in.)	101
Weight (lb.)	2,770
% weight front/rear	55/45

Cargo Measurement

Max. Load (lb.)	700
Cargo Volume, cu.ft.	7.0
Towing Capacity (lb.)	NR

Fuel

Regular	
CR overall mpg	30

Overall Score	81
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	78
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average ⬆️		

Toyota Avalon



Toyota's flagship Avalon sedan gets a redesign for 2019, with a more stylish body that's longer, wider and lower. The 3.5-liter V6 engine gets more powerful and is linked to an eight-speed automatic. The hybrid version has a 2.5-liter four-cylinder engine with two electric motors, mated to a continuously variable transmission. The hybrid's battery pack is located under the rear passenger seat, suggesting that cargo room won't be compromised. Infotainment equipment includes a 9-inch touch screen with pinch-and-flick capability. This is also the first Toyota to offer Apple CarPlay. Standard safety equipment includes forward-collision warning and automatic emergency braking.



Base Price: \$33,500-\$42,800

Body Styles: sedan

Trim Lines: Hybrid Limited, Hybrid XLE, Hybrid XLS, Limited, Touring, XLE, XSE

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 2.5-liter 4 hybrid (208 hp); 3.5-liter V6 (301 hp)

Transmissions: 8-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	196
Width (in.)	73
Height (in.)	57
Wheelbase (in.)	113
Weight (lb.)	3,590
% weight front/rear	NA
Cargo Measurement	
Max. Load (lb.)	NA
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	NR

Fuel

Regular	
CR overall mpg	NA

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Toyota Camry



✓ The redesigned Camry brings snazzier styling and slightly more nimble handling while retaining its comfortable, quiet demeanor. It again stands as one of the best midsize sedans. The lower stance makes access a bit more difficult, and the rear seat has lost some roominess. The standard 2.5-liter, four-cylinder engine provides ample power and gets an impressive 32 mpg overall. A 3.5-liter V6 is also available. Both are paired to a new eight-speed automatic transmission that isn't supersmooth. A very frugal hybrid LE gets 47 mpg overall without any sacrifice in trunk space. The Entune infotainment system is capable but lacks Android Auto or Apple CarPlay compatibility. Standard safety equipment includes forward-collision warning and automatic emergency braking, but blind-spot warning is optional.



Base Price: \$23,495-\$34,950

Body Styles: sedan

Trim Lines: Hybrid LE, Hybrid SE, Hybrid XLE, L, LE, SE, XLE, XSE

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 2.5-liter 4 (203 hp); 2.5-liter 4 (206 hp); 2.5-liter 4 hybrid (208 hp); 3.5-liter V6 (301 hp)

Transmissions: 8-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	192
Width (in.)	72
Height (in.)	57
Wheelbase (in.)	111
Weight (lb.)	3,340
% weight front/rear	60/40
Cargo Measurement	
Max. Load (lb.)	925
Cargo Volume, cu.ft.	15.0
Towing Capacity (lb.)	NR

Fuel

Regular	
CR overall mpg	32-47

Overall Score	87-89
Predicted Reliability	
Owner Satisfaction	
Road Test Score	86-89
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Toyota C-HR



✓ The wild-styled C-HR is nimble and enjoyable to drive, but it also has several notable deficiencies. Unlike other subcompact-SUV competitors, this genre-bending model has no all-wheel-drive option. Visibility is horrendous, and the C-HR is tortoise-slow, taking more than 11 seconds in the 0-60 mph dash. At least it gets a very good 29 mpg overall. The continuously variable transmission is mostly unobtrusive, but it amplifies engine noise. The ride is firm and tightly controlled. Wind noise is pronounced at highway speeds. Hidden rear door handles give the impression of a two-door coupe, but they make it difficult for kids to open the doors. The XLE Premium trim has more comfortable seats. Although the rear seat is roomy, the small windows create a dark, cave-like cabin. Advanced safety features are standard.



Base Price: \$22,500-\$24,350

Body Styles: wagon

Trim Lines: XLE, XLE Premium

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 (144 hp)

Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.)	171
Width (in.)	71
Height (in.)	62
Wheelbase (in.)	104
Weight (lb.)	3,290
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	835
Cargo Volume, cu.ft.	19.5
Towing Capacity (lb.)	NR

Fuel

Regular	
CR overall mpg	29

Overall Score	72
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	64
Crash Prevention	Std./⬆

Reliability History

Trouble Spots			
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

USED CAR VERDICTS

NEW CAR PREDICTION	Better than average	⬆
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Toyota Corolla



✓ The Corolla delivers a comfortable ride and has a quiet, spacious interior for a compact sedan. Handling is lackluster but very secure. A sportier SE version has a tauter suspension with marginally better handling. The continuously variable transmission is fine when loafing around but can elicit loud engine noise under higher revs. Fuel economy is excellent at 32 mpg overall, and the Corolla returns 43 mpg on the highway. Inside, padded and stitched surfaces contrast with a number of drab, hard-plastic bits. Upscale features include standard Bluetooth connectivity, automatic climate control, and a touch-screen radio with simple controls. The rear seat is one of the roomiest in the category. Forward-collision warning and automatic emergency braking are now standard.



Base Price: \$18,550-\$22,730

Body Styles: sedan

Trim Lines: L, LE, LE Eco, SE, XLE, XSE

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.8-liter 4 (132 hp); 1.8-liter 4 (140 hp)

Transmissions: 6-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	183
Width (in.)	70
Height (in.)	57
Wheelbase (in.)	106
Weight (lb.)	2,900
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	865
Cargo Volume, cu.ft.	13.0
Towing Capacity (lb.)	NR

Fuel

Regular	
CR overall mpg	32

Overall Score	78
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	71
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆

USED CAR VERDICTS

NEW CAR PREDICTION	Much better than average	⬆
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Toyota Corolla iM



✓ The Corolla iM—originally sold as part of Toyota's now-shuttered Scion brand—is essentially a better-handling Corolla hatchback that is distinguished by its angular styling and sub-\$20,000 starting price. Sized like a Mazda3, the Corolla iM gets a 137-hp, 1.8-liter four-cylinder engine hooked up to either a six-speed manual or a CVT. We got 31 mpg overall with the CVT in our testing. The iM possesses taut handling and a decent level of standard equipment, including automatic climate control and audio controls on the steering wheel. But acceleration is short on zip, and neither the ride nor the rear seat is as comfortable as the Corolla's. A sunroof is not available. Forward-collision warning and automatic emergency braking are standard.



Base Price: \$18,750–\$19,490
Body Styles: 4-door hatchback
Trim Lines: Base
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 (137 hp)
Transmissions: 6-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.) 171
 Width (in.) 69
 Height (in.) 58
 Wheelbase (in.) 102
 Weight (lb.) 2,990
 % weight front/rear 61/39

Cargo Measurement

Max. Load (lb.) 915
 Cargo Volume, cu.ft. 21.0
 Towing Capacity (lb.) NR

Fuel

Regular
 CR overall mpg 31

Overall Score	71
Predicted Reliability	
Owner Satisfaction	
Road Test Score	64
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Toyota Highlander



✓ The Highlander ranks among the best midsize three-row SUVs, with a desirable balance of an absorbent ride, responsive handling, and generous interior space. A third row allows seating for eight in a pinch—seven with optional second-row captain's chairs—and folds flat easily to increase cargo space. The punchy 3.5-liter V6 engine is now matched to an eight-speed automatic. While this new transmission isn't as smooth as the previous six-speed one, it helped improve fuel economy to 22 mpg overall. The hybrid version gets 25 mpg overall. It's a long reach to some controls, particularly the touch screen. The Entune system includes a larger 8-inch screen. A comprehensive suite of safety technology, including automatic emergency braking, is standard.



Base Price: \$31,030–\$48,280
Body Styles: 4-door SUV
Trim Lines: Hybrid LE, Hybrid Limited, Hybrid Platinum, Hybrid XLE, LE, LE Plus, Limited, SE, XLE
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 3 third
Engines: 2.7-liter 4 (185 hp); 3.5-liter V6 (295 hp); 3.5-liter V6 hybrid (306 hp)
Transmissions: 6-speed automatic; 8-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.) 191
 Width (in.) 76
 Height (in.) 70
 Wheelbase (in.) 110
 Weight (lb.) 4,570
 % weight front/rear 55/45

Cargo Measurement

Max. Load (lb.) 1,340
 Cargo Volume, cu.ft. 40.5
 Towing Capacity (lb.) 5,000

Fuel

Regular
 CR overall mpg 22-25

Overall Score	85-87
Predicted Reliability	
Owner Satisfaction	
Road Test Score	82-85
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Toyota Land Cruiser



✓ The Land Cruiser is luxurious, quick, quiet, comfortable, and refined. Toyota's flagship SUV has the same smooth and powerful 5.7-liter V8 as the Tundra pickup. We tested it with the old six-speed transmission, and it proved to be thirsty for fuel, at 14 mpg overall; an eight-speed automatic transmission is now standard. The big Land Cruiser rides very comfortably, and the interior is roomy and well-finished. Expect terrific off-road performance, helped by a crawl mode to ascend and descend steep slopes. But on-road handling is rather clumsy. Automatic emergency braking, blind-spot monitoring, lane-departure warning, and rear cross-traffic alert are standard. Electronic connectivity is also updated, with Toyota's Entune touch-screen audio system standard.



Base Price: \$84,315
Body Styles: 4-door SUV
Trim Lines: Base
Drive Wheels: 4WD
Seating: 2 front, 3 rear, 3 third
Engines: 5.7-liter V8 (381 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 195
 Width (in.) 78
 Height (in.) 74
 Wheelbase (in.) 112
 Weight (lb.) 5,855
 % weight front/rear 52/48

Cargo Measurement

Max. Load (lb.) 1,230
 Cargo Volume, cu.ft. 43.0
 Towing Capacity (lb.) 8,200

Fuel

Regular
 CR overall mpg 14

Overall Score	75
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	68
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION Better than average ⬆

Toyota Mirai



The Mirai is the first hydrogen-powered fuel-cell vehicle available for consumers to own. It has a range of nearly 275 miles on a single fill-up of 5 kg of hydrogen (the energy equivalent of 5 gallons of gas). It takes only a few minutes to fill the tank, as opposed to hours of charging an electric car. The Mirai is sold only in areas near existing or planned fueling stations on the U.S. coasts, but even so, these stations are few and far between. Acceleration from the 153-hp electric motor feels sluggish, but otherwise it is like driving any other electric car. It's about the size of a Camry and seats four people. Handling is rather clumsy but still feels secure; the ride is comfortable, and the cabin is quiet. Toyota is offering free fuel for three years, capped at \$15,000 in value.



Base Price: \$53,365
Body Styles: sedan
Trim Lines: Base
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: Electric (153 hp)
Transmissions: 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.) 193
 Width (in.) 72
 Height (in.) 61
 Wheelbase (in.) 110
 Weight (lb.) 4,100
 % weight front/rear 58/42

Cargo Measurement

Max. Load (lb.) 690
 Cargo Volume, cu.ft. 13.0
 Towing Capacity (lb.) NR

Fuel

Hydrogen
 CR overall mpg 67

Overall Score	65
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	61
Crash Prevention	Std./⬆

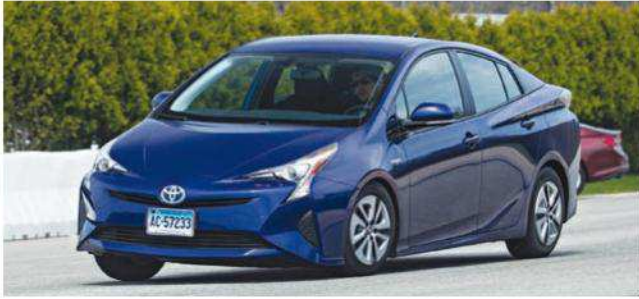
Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION Better than average ⬆

Toyota Prius



✓ In our tests the Prius returned 52 mpg overall, a significant improvement over the previous generation's 44 mpg. Plus, the new car handles more responsively and rides more comfortably. Colorful digital gauges dominate the dashboard with abundant fuel-economy information. The touch-screen infotainment system is fairly straightforward. The sensible Prius has always been about efficiency and low running costs. The car can drive solely on electric, usually up to about 25 mph, and the engine is now quieter when it kicks in. But the seats have mediocre support, tire noise is noticeable, and the car's lower stance makes it a challenge to get into and out of. Forward-collision warning and automatic braking are standard.



Base Price: \$23,475-\$30,015
Body Styles: 4-door hatchback
Trim Lines: Four, One, Three, Two
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 hybrid (121 hp)
Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.) 179
 Width (in.) 69
 Height (in.) 58
 Wheelbase (in.) 106
 Weight (lb.) 3,080
 % weight front/rear 61/39

Cargo Measurement

Max. Load (lb.) 825
 Cargo Volume, cu.ft. 22.0
 Towing Capacity (lb.) NR

Fuel

Regular
 CR overall mpg 52

Overall Score	77
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	75
Crash Prevention	Std./⬆

Reliability History			
Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Much better than average		

Toyota Prius C



This smaller, less expensive alternative to the regular Prius feels like a spartan subcompact with a hybrid powertrain. In the end, you pretty much get what you pay for, and it is no substitute for the real Prius. The C has a harsh ride, a noisy engine, and slow acceleration. The interior looks and feels cheap, the driving position and rear seats are cramped, and there's little cargo space. But its 37 mpg in city driving makes the Prius C one of the most frugal vehicles we've tested, and its 43 mpg overall is just 1 mpg less than the previous-generation Prius hatchback. Its tiny dimensions make it a natural for urban driving. Automatic emergency braking is standard. Note that 2018 is the final year for the Prius C.



Base Price: \$20,150-\$24,965
Body Styles: 4-door hatchback
Trim Lines: Four, One, Three, Two
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 hybrid (99 hp)
Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.) 160
 Width (in.) 67
 Height (in.) 59
 Wheelbase (in.) 100
 Weight (lb.) 2,545
 % weight front/rear 61/39

Cargo Measurement

Max. Load (lb.) 845
 Cargo Volume, cu.ft. 17.0
 Towing Capacity (lb.) NR

Fuel

Regular
 CR overall mpg 43

Overall Score	66
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	55
Crash Prevention	Std./⬆

Reliability History			
Trouble Spots	15	16	17
Engine Major	⬆	⬆	*
Engine Minor	⬆	⬆	*
Engine Cooling	⬆	⬆	*
Transmission Major	⬆	⬆	*
Transmission Minor	⬆	⬆	*
Drive System	⬆	⬆	*
Fuel System	⬆	⬆	*
Electrical	⬆	⬆	*
Climate System	⬆	⬆	*
Suspension	⬆	⬆	*
Brakes	⬆	⬆	*
Exhaust	⬆	⬆	*
Paint/Trim	⬆	⬆	*
Noises/Leaks	⬆	⬆	*
Body Hardware	⬆	⬆	*
Power Equipment	⬆	⬆	*
In-Car Electronics	⬆	⬆	*
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Much better than average		

Toyota Prius Prime



✓ The Prime is a plug-in Prius that can usually drive about 23 miles on electricity only. But the gas engine tends to start up in cold weather and under full-throttle acceleration. It takes 2 hours to charge the Prime through a 240-volt connector and 5 hours on a regular 120-volt. When not running in EV mode, the Prime operates much like the regular Prius, alternating between electric and gas power, returning 50 mpg overall. With styling that's slightly different from that of the regular Prius, the Prime can hold only four passengers, and it loses the rear wiper. The infotainment system, with its large touch screen, is unintuitive to use. The compliant ride and responsive handling are quite similar to those of the regular Prius. Standard safety features include automatic emergency braking and lane-keep assist.



Base Price: \$27,100–\$33,100
Body Styles: 4-door hatchback
Trim Lines: Advanced, Plus, Premium
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: 1.8-liter 4 electric + gas (121 hp)
Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.) 183
 Width (in.)69
 Height (in.)58
 Wheelbase (in.) 106
 Weight (lb.) 3,410
 % weight front/rear 56/44

Cargo Measurement

Max. Load (lb.) 670
 Cargo Volume, cu.ft. 20.0
 Towing Capacity (lb.) NR

Fuel

Regular
 CR overall mpg 69

Overall Score	77
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	74
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS			⬆️
NEW CAR PREDICTION	Much better than average		⬆️

Toyota RAV4



✓ For years, the RAV4 has consistently been among the top-ranked small SUVs. The cabin is reasonably quiet, and the ride is compliant and controlled. It has a suite of advanced safety features and offers a frugal hybrid version. The energetic 2.5-liter four-cylinder engine and smooth six-speed automatic transmission returned 24 mpg overall in our tests of an AWD version. The hybrid version gets a terrific 31 mpg overall. Handling is responsive and very secure. Inside, the controls are clear and intuitive. Though the XLE comes with automatic climate control and a sunroof, you must step up to the Limited trim to get adjustable lumbar support and the more comfortable faux-leather seats. Access is very easy, and the rear seat is roomy. Forward-collision warning and automatic emergency braking are standard.



Base Price: \$24,410–\$36,150
Body Styles: 4-door SUV
Trim Lines: Adventure, HV LE Plus, Hybrid Limited, Hybrid SE, Hybrid XLE, LE, Limited, Platinum, SE, XLE
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (176 hp); 2.5-liter 4 hybrid (194 hp)
Transmissions: 6-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.) 180
 Width (in.)73
 Height (in.)65
 Wheelbase (in.) 105
 Weight (lb.) 3,620
 % weight front/rear 58/42

Cargo Measurement

Max. Load (lb.) 900
 Cargo Volume, cu.ft. 37.0
 Towing Capacity (lb.) 1,500

Fuel

Regular
 CR overall mpg 24-31

Overall Score	81
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	74-75
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS			⬆️
NEW CAR PREDICTION	Much better than average		⬆️

Toyota Sequoia



✓ The big, eight-passenger Sequoia has a strong and refined 5.7-liter V8 engine paired to a six-speed automatic transmission. That combination returned 15 mpg overall in our tests. Rear-wheel drive and selectable full-time four-wheel drive are available. The ride is firm, and handling is clumsy but secure. The independent rear suspension allows the third-row seat to fold flat into a well. It's a high step-in to enter the cabin, but once inside passengers will find the interior to be very roomy. Electronic connectivity includes the Entune touch-screen audio system. Updates for 2018 brought an exterior freshening and comprehensive suite of advanced safety features, including forward-collision warning and automatic emergency braking.



Base Price: \$48,300-\$67,235

Body Styles: 4-door SUV

Trim Lines: Limited, Platinum, SR5, TRD Sport

Drive Wheels: Rear, 4WD

Seating: 2 front, 3 rear, 3 third

Engines: 5.7-liter V8 (381 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	205
Width (in.)	80
Height (in.)	75
Wheelbase (in.)	122
Weight (lb.)	6,025
% weight front/rear	51/49

Cargo Measurement

Max. Load (lb.)	1,230
Cargo Volume, cu.ft.	61.0
Towing Capacity (lb.)	7,300

Fuel

Regular	
CR overall mpg	15

Overall Score	69
Predicted Reliability	⬆
Owner Satisfaction	⬇
Road Test Score	60
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	*
Engine Minor	⬆	⬆	*
Engine Cooling	⬆	⬆	*
Transmission Major	⬆	⬆	*
Transmission Minor	⬆	⬆	*
Drive System	⬆	⬆	*
Fuel System	⬆	⬆	*
Electrical	⬆	⬆	*
Climate System	⬆	⬆	*
Suspension	⬆	⬆	*
Brakes	⬆	⬆	*
Exhaust	⬆	⬆	*
Paint/Trim	⬆	⬆	*
Noises/Leaks	⬆	⬆	*
Body Hardware	⬆	⬆	*
Power Equipment	⬆	⬆	*
In-Car Electronics	⬆	⬆	*
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Much better than average ⬆		

Toyota Sienna



✓ As minivans go, the Sienna is a sensible choice, but it isn't very engaging to drive. The Sienna rides comfortably and is quiet inside, but handling is lackluster. It has a lively 3.5-liter V6 but the new eight-speed automatic doesn't shift as smoothly as the previous six-speed one did. However, the transmission helped improve fuel economy from 20 to 21 mpg. The all-wheel-drive version--the only such minivan on the market--sacrifices 1 mpg. An eighth seat cleverly stores in the back when it isn't installed in place. The availability of all-wheel drive is the Sienna's biggest advantages over any other minivan. 2018 brings standard forward-collision warning and automatic emergency braking, lane-departure warning with lane-keeping assist, and adaptive cruise control.



Base Price: \$30,750-\$48,615

Body Styles: minivan

Trim Lines: L, LE, Limited, Limited Premium, SE, SE Premium, XLE, XLE Premium

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear, 3 third

Engines: 3.5-liter V6 (296 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	200
Width (in.)	78
Height (in.)	71
Wheelbase (in.)	119
Weight (lb.)	4,550
% weight front/rear	58/42

Cargo Measurement

Max. Load (lb.)	1,290
Cargo Volume, cu.ft.	70.5
Towing Capacity (lb.)	3,500

Fuel

Regular	
CR overall mpg	21

Overall Score	79
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	79
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Better than average ⬆		

Toyota Tacoma



Toyota's rough-and-tumble compact pickup features a 3.5-liter V6 engine hooked up to either a six-speed manual or a six-speed automatic transmission. A 2.7-liter four-cylinder engine, which can be mated to a five-speed manual, is also available. Both two- and four-wheel-drive models are offered. Our four-wheel-drive V6 Tacoma delivered a good 19 mpg overall. Though the truck is tough as nails and delivers impressive off-road prowess, it's primitive. The ride is stiff, handling is ponderous, the cabin is very loud, and the driving position is awkwardly low. The modern connectivity features are welcome. Forward-collision warning, automatic emergency braking, and lane-departure warning are standard for 2018, and blind-spot monitoring and rear cross-traffic alert are optional.



Base Price: \$24,320-\$42,960

Body Styles: crew cab; extended cab

Trim Lines: Limited, SR, SR5, TRD

Off-Road, TRD Sport

Drive Wheels: Rear, 4WD

Seating: 2 front, 3 rear

Engines: 2.7-liter 4 (159 hp); 3.5-liter V6 (278 hp)

Transmissions: 6-speed automatic; 5-speed manual; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	212
Width (in.)	74
Height (in.)	71
Wheelbase (in.)	127
Weight (lb.)	4,450
% weight front/rear	56/44

Cargo Measurement

Max. Load (lb.)	1,000
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	6,400

Fuel

Regular	
CR overall mpg	19

Overall Score	42
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	46
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬇️	⬇️
Drive System	⬆️	⬇️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬇️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬇️	⬆️
USED CAR VERDICTS	⬆️	⬇️	⬇️
NEW CAR PREDICTION	Worse than average ⬇️		

Toyota Tundra



✓ Despite a freshening that brought improved controls and updates to the exterior and interior, the Tundra still feels outclassed by newer and more refined competitors. It offers a standard two-door regular cab and two sizes of crew cabs. You can choose between a very powerful 5.7-liter V8 and a 4.6-liter V8. The six-speed automatic is very smooth and responsive. Handling is secure, but the ride is jittery, especially with the TRD off-road package. The cabin is very roomy, but it's a long reach to some controls. Towing performance is extremely capable. The damped rear tailgate is easy to raise and lower. Updates for 2018 include standard forward-collision warning, automatic emergency braking, and lane-departure warning.



Base Price: \$31,120-\$50,130

Body Styles: crew cab; extended cab; regular cab

Trim Lines: 1794 Edition, Limited, Platinum, SR, SR5

Drive Wheels: Rear, 4WD

Seating: 2 front, 3 rear

Engines: 4.6-liter V8 (310 hp); 5.7-liter V8 (381 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	229
Width (in.)	80
Height (in.)	76
Wheelbase (in.)	146
Weight (lb.)	5,740
% weight front/rear	58/42

Cargo Measurement

Max. Load (lb.)	1,395
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	10,000

Fuel

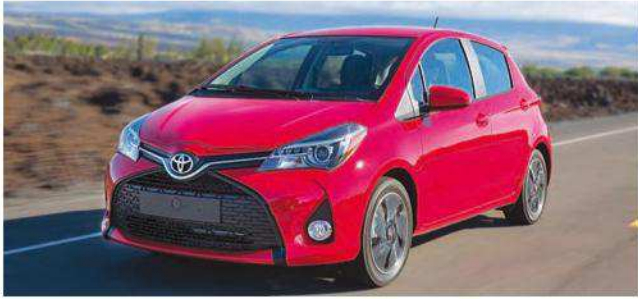
Regular	
CR overall mpg	15

Overall Score	71
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	63
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Much better than average ⬆️		

Toyota Yaris



The Yaris remains a slow, noisy, and tinny subcompact with a choppy ride and an awkward driving position. This two- or four-door hatchback uses a 1.5-liter, four-cylinder engine. A five-speed manual transmission is standard; a four-speed automatic is optional. The Yaris we tested returned 32 mpg overall. All versions have Toyota's Entune infotainment system, with a 6.1-inch touch screen and phone connectivity. A dealer-installed navigation system is available as an option. If you are set on buying a subcompact, the Yaris iA is more fuel-efficient and is likely to be a better choice. For the 2018 model year forward-collision warning and automatic emergency braking are standard.



Base Price: \$15,635–\$19,060
Body Styles: 2-door hatchback; 4-door hatchback
Trim Lines: L, LE, SE
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 (106 hp)
Transmissions: 4-speed automatic; 5-speed manual

Facts & Figures

Exterior Dimensions

Length (in.) 154
 Width (in.) 67
 Height (in.) 59
 Wheelbase (in.) 99
 Weight (lb.) 2,385
 % weight front/rear 62/38

Cargo Measurement

Max. Load (lb.) 845
 Cargo Volume, cu.ft. 16.0
 Towing Capacity (lb.) NR

Fuel

Regular
 CR overall mpg 32

Overall Score	58
Predicted Reliability	
Owner Satisfaction	
Road Test Score	47
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Toyota Yaris iA



✓ Easy on the wallet, the Yaris iA offers a dash of fun and a measure of refinement. This small four-door sedan is built by Mazda and based on the Mazda2 (not sold in the U.S.). It is powered by a 106-hp, 1.5-liter four-cylinder engine coupled to either a six-speed manual or automatic transmission. In our testing we got 35 mpg overall with the automatic. The iA proves to be quite pleasant for a subcompact, with nimble handling and semi-decent interior decor. It also comes with a standard low-speed automatic emergency braking system to help the driver avoid collisions. Just like in current Mazda models, the infotainment system consists of a center control knob and a screen, which takes some getting used to in order to master. A navigation system is a dealer-installed option.



Base Price: \$15,950–\$17,050
Body Styles: sedan
Trim Lines: Base
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 (106 hp)
Transmissions: 6-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.) 172
 Width (in.) 67
 Height (in.) 59
 Wheelbase (in.) 101
 Weight (lb.) 2,420
 % weight front/rear 61/39

Cargo Measurement

Max. Load (lb.) 850
 Cargo Volume, cu.ft. 13.0
 Towing Capacity (lb.) NR

Fuel

Regular
 CR overall mpg 35

Overall Score	68
Predicted Reliability	
Owner Satisfaction	
Road Test Score	60
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Volkswagen Atlas



Volkswagen's Atlas is a formidable competitor among three-row SUVs, putting size, functionality, and competitive pricing front and center. The Atlas drives well, with a comfortable ride and surprisingly agile handling for its size. The cabin is quiet and very accommodating, including a true third-row seat that's fit for adults. A unique, effortlessly articulating second row allows a clear access path to the way back. The controls are a model of clarity, with an easy-to-use infotainment system. Though the V6 engine and smooth eight-speed automatic make the Atlas feel lively during everyday driving, its acceleration trails competitors and its 20 mpg overall fuel economy is not outstanding. Towing capacity is a generous 5,000 pounds. Advanced safety features, including forward-collision warning and automatic emergency braking, are available.



Base Price: \$30,500–\$48,490

Body Styles: 4-door SUV

Trim Lines: Launch Edition, S, SE, SEL, SEL Premium

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear, 2 third

Engines: 2.0-liter 4 turbo (235 hp); 3.6-liter V6 (276 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	198
Width (in.)	78
Height (in.)	70
Wheelbase (in.)	117
Weight (lb.)	4,670
% weight front/rear	55/45

Cargo Measurement

Max. Load (lb.)	1,215
Cargo Volume, cu.ft.	50.5
Towing Capacity (lb.)	5,000

Fuel

Premium	
CR overall mpg	20

Overall Score	65
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	84
Crash Prevention	Opt.

Reliability History

Trouble Spots			
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION			

Worse than average ⬇️

Volkswagen Beetle



The Beetle coupe and convertible have a roomy-enough interior and decent driving experience. Though the ride is compliant, it's a bit unsettled, moving around frequently. Handling is responsive but not sporty and gets sloppy when pushed to its limits despite the electronic stability control. The 1.8-liter turbocharged four-cylinder engine that we tested provided strong, effortless acceleration. It has been replaced by a 2.0-liter turbo engine for 2018. Wind noise is excessive, however, and rear visibility is severely hampered. Versions with the manual transmission have an awkward driving position because of the long clutch-pedal travel and wide center console. Recent updates include available blind-spot and rear cross-traffic warnings.



Base Price: \$20,220–\$28,040

Body Styles: 2-door hatchback; convertible

Trim Lines: Coast, Dune, S, SE

Drive Wheels: Front

Seating: 2 front, 2 rear

Engines: 2.0-liter 4 turbo (174 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	168
Width (in.)	71
Height (in.)	59
Wheelbase (in.)	100
Weight (lb.)	3,040
% weight front/rear	62/38

Cargo Measurement

Max. Load (lb.)	835
Cargo Volume, cu.ft.	11.0
Towing Capacity (lb.)	NR

Fuel

Regular	
CR overall mpg	27

Overall Score	49
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	59
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬆️	⬆️	*
USED CAR VERDICTS			
NEW CAR PREDICTION			

Worse than average ⬇️

Volkswagen Golf



The Golf is a notch above other compacts in terms of sophistication, interior ambience, and driving experience, and it is priced accordingly. Performance from the smooth, strong 170-hp, 1.8-liter turbo four-cylinder engine feels effortless, and we got 28 mpg overall in our tests with the six-speed automatic transmission. Handling is very responsive, making the Golf fun to drive. The ride is comfortable, the rear seat is relatively roomy, and the quiet cabin contributes to the Golf's solid and upscale feel. A high-performance all-wheel-drive Golf R and an electric eGolf complete the line. Recent additions include blind-spot monitoring and rear cross-traffic alert.



Base Price: \$20,910–\$40,885
Body Styles: 4-door hatchback
Trim Lines: e-Golf, R, S, SE
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: Electric (134 hp); 1.8-liter 4 turbo (170 hp); 2.0-liter 4 turbo (292 hp)
Transmissions: 6-speed automatic; 5-speed manual; 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.).....168
 Width (in.).....71
 Height (in.).....57
 Wheelbase (in.).....104
 Weight (lb.).....3,090
 % weight front/rear.....60/40

Cargo Measurement

Max. Load (lb.).....1,005
 Cargo Volume, cu.ft.....24.0
 Towing Capacity (lb.).....NR

Fuel

Regular or premium or electric
 CR overall mpg.....28

Overall Score	63
Predicted Reliability	
Owner Satisfaction	
Road Test Score	82
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Volkswagen Golf Alltrack



✓ Volkswagen turned the Golf wagon into the Alltrack small-SUV alternative by giving it standard all-wheel drive and slightly increased ground clearance. But despite the rugged posturing, the Alltrack truly triumphs on the road. Sharp steering and quick reflexes make it fun to drive. The car feels substantial, thanks to a quiet cabin and a solid feel. The ride is a touch firm but compliant. Expect 25 mpg overall from the 1.8-liter turbo four-cylinder engine. Great visibility, supportive seats, and simple controls are welcome, but modest dimensions limit rear-seat and cargo space, and desirable features such as automatic climate control and power seats come only on the top trim. Automatic emergency braking is optional.



Base Price: \$25,850–\$32,890
Body Styles: wagon
Trim Lines: S, SE, SEL
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 turbo (170 hp)
Transmissions: 6-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.).....180
 Width (in.).....71
 Height (in.).....60
 Wheelbase (in.).....104
 Weight (lb.).....3,465
 % weight front/rear.....56/44

Cargo Measurement

Max. Load (lb.).....1,010
 Cargo Volume, cu.ft.....30.5
 Towing Capacity (lb.).....NR

Fuel

Regular
 CR overall mpg.....25

Overall Score	80
Predicted Reliability	
Owner Satisfaction	
Road Test Score	89
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Volkswagen GTI



The GTI continues to embody the sporty, practical, and affordable hatchback concept. Whether opting for the manual or dual-clutch automated transmission, the 2.0-liter turbo engine is punchy and emits a satisfying sound. We got an impressive 29 mpg overall with our manual-transmission test car. The GTI is fun to drive by virtue of its lively handling and immediate throttle response. If a GTI is not sporty enough for you, the Golf R might be your ride. Inside is a high-quality, quiet, and refined interior with comfortable seats. That all adds up to a sporty car that doesn't wear on your patience during a long drive. The infotainment system has an easy-to-use touch screen. Lane-keeping assist, blind-spot warning, and cross-traffic warning are now available.



Base Price: \$26,415-\$36,170

Body Styles: 4-door hatchback

Trim Lines: Autobahn, S, SE

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (220 hp)

Transmissions: 6-speed manual;
6-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	166
Width (in.)	70
Height (in.)	58
Wheelbase (in.)	102
Weight (lb.)	3,155
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	1,045
Cargo Volume, cu.ft.	24.0
Towing Capacity (lb.)	NR

Fuel

Regular	
CR overall mpg	29

Overall Score	65
Predicted Reliability	👉
Owner Satisfaction	👍
Road Test Score	82
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	👍	👍	👍
Engine Minor	👍	👍	👍
Engine Cooling	👍	👍	👍
Transmission Major	👍	👍	👍
Transmission Minor	👍	👍	👍
Drive System	👍	👍	👍
Fuel System	👎	👉	👍
Electrical	👍	👍	👍
Climate System	👉	👍	👍
Suspension	👉	👍	👍
Brakes	👍	👉	👍
Exhaust	👍	👍	👍
Paint/Trim	👉	👍	👍
Noises/Leaks	👎	👉	👉
Body Hardware	👉	👍	👍
Power Equipment	👉	👉	👍
In-Car Electronics	👉	👉	👍
USED CAR VERDICTS	👎	👎	👍
NEW CAR PREDICTION	Worse than average 👉		

Volkswagen Jetta



Volkswagen hopes to broaden the Jetta's appeal by dropping its base price and increasing cabin room. The 2019 Jetta rides on a new platform, which forms the basis for everything from the Golf hatchback to the Atlas SUV. A longer wheelbase brings more interior space. We'd praised the outgoing Jetta for its relatively roomy interior, so this should only make things better. The Jetta is available in five trim levels. Regardless of which you choose, under the hood is a 147-hp, 1.4-liter turbocharged four-cylinder engine that sends its power to the front wheels through an eight-speed automatic transmission. Advanced safety features—including automatic emergency braking, forward-collision warning, and blind-spot warning—are optional.



Base Price: \$18,545-\$28,000E

Body Styles: sedan

Trim Lines: R-Line, S, SE, SEL, SEL

Premium

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.4-liter 4 turbo (147 hp)

Transmissions: 8-speed automatic;
6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	183
Width (in.)	70
Height (in.)	57
Wheelbase (in.)	104
Weight (lb.)	3,040
% weight front/rear	NA

Cargo Measurement

Max. Load (lb.)	NA
Cargo Volume, cu.ft.	16.0
Towing Capacity (lb.)	NR

Fuel

Regular	
EPA combined mpg	34

Overall Score	NA
Predicted Reliability	👉
Owner Satisfaction	👍
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	👍	👍	👍
Engine Minor	👉	👍	👍
Engine Cooling	👍	👍	👍
Transmission Major	👍	👍	👉
Transmission Minor	👍	👍	👍
Drive System	👉	👍	👍
Fuel System	👎	👍	👍
Electrical	👍	👍	👍
Climate System	👎	👉	👍
Suspension	👍	👍	👍
Brakes	👍	👍	👍
Exhaust	👍	👉	👍
Paint/Trim	👍	👍	👍
Noises/Leaks	👉	👉	👍
Body Hardware	👍	👍	👍
Power Equipment	👍	👉	👉
In-Car Electronics	👉	👉	👍
USED CAR VERDICTS	👎	👉	👉
NEW CAR PREDICTION	Worse than average 👉		

Volkswagen Passat



✓ With generous interior space, responsive handling, and a comfortable, quiet ride, the Passat is a competitive midsize sedan. The primary powertrain is now a 2.0-liter, turbocharged four-cylinder engine that's mated to a six-speed automatic transmission. High-end versions use a powerful 3.6-liter V6. The 1.8-liter turbo engine that we tested averaged a very good 28 mpg overall and 39 mpg on the highway but has been replaced by the 2.0-liter turbo. Front seats are very accommodating. Rear-seat occupants will appreciate the extra-spacious cabin, and the trunk is huge. Improved interior fit and finish is a plus. Active safety features such as automatic emergency braking are standard on all but the base trim for 2018.



Base Price: \$22,995–\$33,995

Body Styles: sedan

Trim Lines: GT, R-Line, S, SE, SEL, SEL Premium

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (174 hp); 3.6-liter V6 (280 hp)

Transmissions: 6-speed automatic; 6-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.) 192
Width (in.) 72
Height (in.) 59
Wheelbase (in.) 110
Weight (lb.) 3,320
% weight front/rear 59/41

Cargo Measurement

Max. Load (lb.) 1,115
Cargo Volume, cu.ft. 16.0
Towing Capacity (lb.) 1,000

Fuel

Regular or premium
CR overall mpg 23-28

Overall Score	76-78
Predicted Reliability	⬆
Owner Satisfaction	⬇
Road Test Score	79-82
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬇	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬇	⬆	⬆
USED CAR VERDICTS	⬇	⬆	⬆
NEW CAR PREDICTION	Better than average		

Volkswagen Tiguan



The second-generation Tiguan is one of the largest models in the small-SUV segment. That growth allows for an optional third-row seat (standard on FWD versions) and an enormous second-row seat. While the 184-hp, 2.0-liter turbocharged four-cylinder engine feels responsive in daily driving, acceleration is rather slow: It takes more than 10 seconds to reach 60 mph from a stop. Fuel economy of 25 mpg on regular gas is good for the class. The transmission is mostly smooth. Handling is capable and secure, and the ride is comfortable. The cabin is among the quietest in the segment, with just a bit of engine noise when revved. A variety of advanced safety features, such as forward-collision warning, automatic emergency braking, and rear cross-traffic warning, are standard starting on the SE trim.



Base Price: \$25,345–\$37,550

Body Styles: 4-door SUV

Trim Lines: S, SE, SEL, SEL Premium

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear, 2 third

Engines: 2.0-liter 4 turbo (184 hp)

Transmissions: 8-speed automatic

Overall Score	65
Predicted Reliability	⬇
Owner Satisfaction	⬆
Road Test Score	84
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬇	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬇	⬆	⬆
USED CAR VERDICTS	⬇	⬆	⬆
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions

Length (in.) 185
Width (in.) 72
Height (in.) 66
Wheelbase (in.) 110
Weight (lb.) 3,860
% weight front/rear 57/43

Cargo Measurement

Max. Load (lb.) 1,215
Cargo Volume, cu.ft. 33.0
Towing Capacity (lb.) 1,500

Fuel

Regular
CR overall mpg 25

Volvo S60



The S60 offers fairly agile handling but an overly stiff ride. A refined turbo four-cylinder and an eight-speed automatic bring respectable performance and fuel economy. Front- and all-wheel drive are available. The interior is quiet and well-finished, with very comfortable front seats. Some controls for the audio system and other functions are unintuitive, the rear seat is tight, and the trunk is small. Rear and side visibility are limited. Safety features include City Safety, which can automatically brake the car to prevent a collision, as well as an optional pedestrian-avoidance system. The all-wheel-drive Cross Country sedan is raised for additional ground clearance. The Inscription model adds almost 3 inches of rear legroom. A redesign based on the recently-shown V60 will arrive this fall.



Base Price: \$33,950–\$60,000

Body Styles: sedan

Trim Lines: Cross Country, Polestar, T5 Dynamic, T5 Inscription, T6 R-Design

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (240 hp); 2.0-liter 4 turbo (302 hp); 2.0-liter 4 turbo (362 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	182
Width (in.)	73
Height (in.)	58
Wheelbase (in.)	109
Weight (lb.)	3,610
% weight front/rear	62/38

Cargo Measurement

Max. Load (lb.)	1,025
Cargo Volume, cu.ft.	12.0
Towing Capacity (lb.)	3,500

Fuel

Regular	
CR overall mpg.	25

Overall Score	68
Predicted Reliability	1
Owner Satisfaction	1
Road Test Score	80
Crash Prevention	Std./1

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	*
Engine Minor	⬇	⬆	*
Engine Cooling	⬆	⬆	*
Transmission Major	⬆	⬆	*
Transmission Minor	⬆	⬆	*
Drive System	⬆	⬆	*
Fuel System	⬆	⬆	*
Electrical	⬆	⬆	*
Climate System	⬆	⬆	*
Suspension	⬆	⬆	*
Brakes	⬆	⬆	*
Exhaust	⬆	⬆	*
Paint/Trim	1	⬆	*
Noises/Leaks	⬆	⬆	*
Body Hardware	⬆	⬆	*
Power Equipment	⬇	⬆	*
In-Car Electronics	⬇	⬇	*
USED CAR VERDICTS	⬇	⬆	
NEW CAR PREDICTION	Average 1		

Volvo S90



Though plush and ornate, the S90 falls short of the refinement expected of a midsize luxury sedan because of the stiff ride and gruff-sounding engine. The 316-hp supercharged and turbocharged T6 engine pulls strongly, but acceleration falls below class expectations. We measured a respectable 23 mpg overall in our tests. The base T5 version uses a 250-hp turbocharged four-cylinder. Handling is sound but ordinary. The roomy cabin is gorgeous, with supportive seats, but the touch screen proves to be frustrating to use. Automatic emergency braking, including pedestrian and large-animal detection, is standard, as is Drive Assist, which gives the car limited self-steering capability. For 2018 a longer wheelbase makes for a roomier rear seat. The V90 is the wagon version.



Base Price: \$48,100–\$68,650

Body Styles: sedan

Trim Lines: T5 Inscription, T5 Momentum, T6 Inscription, T6 Momentum, T8 Plug-in

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (250 hp); 2.0-liter 4 turbo (316 hp); 2.0-liter 4 hybrid (407 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	200
Width (in.)	74
Height (in.)	57
Wheelbase (in.)	121
Weight (lb.)	4,085
% weight front/rear	56/44

Cargo Measurement

Max. Load (lb.)	950
Cargo Volume, cu.ft.	14.0
Towing Capacity (lb.)	3,500

Fuel

Premium	
CR overall mpg.	23

Overall Score	62
Predicted Reliability	⬇
Owner Satisfaction	⬆
Road Test Score	73
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average ⬇		

Volvo V60



This wagon version of the S60 has fairly agile handling, but the ride is too stiff. The four-cylinder turbocharged engine we tested in the S60 provided lively acceleration and respectable fuel economy. The interior is quiet, but many controls, such as those for the radio and trip computer, are overly complicated. The front seats are very comfortable and supportive, but the two-way lumbar adjustment is cheap considering the V60's price, and the rear seat is tight. Cargo space is modest for a wagon. Safety features include automatic braking and a pedestrian detection system. The AWD Cross Country version has higher ground clearance. A 2019 redesign (above) arrives this summer.



Base Price: \$36,150–\$61,600

Body Styles: wagon

Trim Lines: Cross Country, Polestar, T5, T6

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (240 hp); 2.0-liter 4 turbo (302 hp); 2.0-liter 4 turbo (362 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	183
Width (in.)	73
Height (in.)	61
Wheelbase (in.)	109
Weight (lb.)	3,925
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	990
Cargo Volume, cu.ft.	26.0
Towing Capacity (lb.)	3,300

Fuel

Regular	
CR overall mpg	21

Overall Score	66
Predicted Reliability	
Owner Satisfaction	
Road Test Score	73
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Volvo XC40



The XC40 is the smallest model in the Volvo lineup. Starting at \$35,200, the XC40 T5 is equipped with a 248-hp turbocharged four-cylinder and all-wheel drive, that feels energetic. The ride is a bit stiff but handling is sound. The cabin is quiet and the front seats are comfortable. But the touchscreen infotainment system is maddening and the double tap gear selector is frustrating. Volvo's City Safety package is standard, and includes automatic emergency braking, along with sensors to detect bicyclists and large animals in the vehicle's path. Optional safety items include rear cross-traffic warning with braking assist and a 360-degree camera. The Volvo Pilot Assist driver-assistance feature combines adaptive cruise control and lane-keeping assist. A front-wheel-drive T4 will be added down the road.



Base Price: \$35,200–\$37,700

Body Styles: 4-door SUV

Trim Lines: Momentum, R-Design

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (248 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	174
Width (in.)	73
Height (in.)	65
Wheelbase (in.)	106
Weight (lb.)	3,700
% weight front/rear	NA

Cargo Measurement

Max. Load (lb.)	935
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	3,500

Fuel

Premium	
EPA combined mpg	NA

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History

Trouble Spots			
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Volvo XC60



Volvo's second-generation XC60 is a scaled-down version of the XC90, complete with an elegant, Scandinavian-themed interior. Like its big brother, it suffers from convoluted and distracting controls and an overly stiff ride. The 250-hp, 2.0-liter turbocharged four-cylinder engine is responsive enough, but the eight-speed automatic transmission shows an occasional hiccup. We measured 23 mpg overall on premium. A 316-hp version of that engine powers the uplevel T6, and a 400-hp plug-in hybrid is called the T8. The cabin benefits from supremely comfortable seats, a relatively roomy back, and a nicely finished cargo hold. Volvo's advanced safety system, City Safety, encompasses both low- and high-speed automatic emergency braking. Note that blind-spot warning is only optional.



Base Price: \$41,500–\$56,700

Body Styles: 4-door SUV

Trim Lines: Inscription, Momentum, R-Design, T8 Plug-in Hybrid

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (250 hp); 2.0-liter 4 turbo (316 hp); 2.0-liter 4 hybrid (400 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	185
Width (in.)	79
Height (in.)	65
Wheelbase (in.)	113
Weight (lb.)	4,150
% weight front/rear	55/45

Cargo Measurement

Max. Load (lb.)	950
Cargo Volume, cu.ft.	34.0
Towing Capacity (lb.)	3,500

Fuel

Premium	
CR overall mpg	23

Overall Score	66
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	79
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Worse than average ⬆️		

Volvo XC90



The XC90 is a competitive three-row SUV but suffers from a bumpy ride and baffling controls. Base models use a 2.0-liter, turbo four-cylinder engine offered with front- or all-wheel drive. Our tested T6, with its 316-hp turbocharged and supercharged version, delivered decent punch and returned 20 mpg overall, but it sounds raspy. A plug-in hybrid with an electric range of about 14 miles is available. The eight-speed automatic transmission operates smoothly most of the time. Handling is commendable, but the ride is stiff; it is slightly better with the optional air suspension. The interior is quiet, plush, and modern, with super comfortable seats. But audio, phone, and navigation functions are controlled through an unintuitive touch-screen infotainment system that is frustrating to use. Many safety features are available.



Base Price: \$45,750–\$104,900

Body Styles: 4-door SUV

Trim Lines: T5 Inscription, T5

Momentum, T5 R-Design, T6 Inscription, T6 Momentum, T6 R-Design, T8 Excellence, T8 Plug-in Hybrid

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear, 2 third

Engines: 2.0-liter 4 turbo (250 hp); 2.0-liter 4 turbo (316 hp); 2.0-liter 4 hybrid (400 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	195
Width (in.)	84
Height (in.)	70
Wheelbase (in.)	118
Weight (lb.)	4,595
% weight front/rear	53/47

Cargo Measurement

Max. Load (lb.)	1,210
Cargo Volume, cu.ft.	35.0
Towing Capacity (lb.)	5,000

Fuel

Premium	
CR overall mpg	20

Overall Score	58
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	84
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	15	16	17
Engine Major	*	⬆️	⬆️
Engine Minor	*	⬆️	⬆️
Engine Cooling	*	⬆️	⬆️
Transmission Major	*	⬆️	⬆️
Transmission Minor	*	⬆️	⬆️
Drive System	*	⬆️	⬆️
Fuel System	*	⬆️	⬆️
Electrical	*	⬆️	⬆️
Climate System	*	⬆️	⬆️
Suspension	*	⬆️	⬆️
Brakes	*	⬆️	⬆️
Exhaust	*	⬆️	⬆️
Paint/Trim	*	⬆️	⬆️
Noises/Leaks	*	⬆️	⬆️
Body Hardware	*	⬆️	⬆️
Power Equipment	*	⬆️	⬆️
In-Car Electronics	*	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Much worse than average ⬆️		

Road-Test Highlights

CONSUMER REPORTS conducts more than 50 objective tests and subjective evaluations on every vehicle we rate.

These charts list test results from CR's testing. The information allows you to easily compare models. Here is an explanation about the criteria that appear in the charts:

➤ **Make & model** specifies the make, model, and trim version of the vehicle Consumer Reports tested. We often test multiple versions of the same model, and each can yield different test results depending on the trim and equipment level, body style, and engine type.

➤ **Trans.** indicates the transmission type and number of speeds. "Auto" is automatic; "CVT," continuously variable transmission; "Man," manual; "Seq," sequential; and "1-spd. dir.," one-speed direct drive.

➤ **HP** is the horsepower of the engine tested.

➤ **Engine** notes displacement, number of cylinders, and configuration we tested.

➤ **CR's Fuel Economy** includes the tested **Overall** mpg based on a realistic mix of highway and city driving. The figures for **City** and **Highway** driving are listed separately.

➤ **Acceleration** is based on how a vehicle performs in several tests. The **0 to 30 mph** and **0 to 60 mph** tests are conducted from a standstill with the engine idling, with the figures indicating the number of seconds needed to reach those speeds.

The **¼ mile** test is also done from a standing start, and the figures listed indicate the number of seconds needed to reach the quarter-mile mark as well as the speed the vehicle was traveling

when it reached that distance.

➤ **Braking** is the distance in feet a vehicle took to stop from 60 mph on dry and wet pavement.

➤ **Performance** includes our emergency-handling and turning-circle tests. **AM speed** is the speed at which the vehicle was able to successfully negotiate our avoidance-maneuver test course. The faster the speed, the better. **Turning circle** is the bumper clearance needed, in feet, for a U-turn to be completed.

For more information on the vehicles we have tested and to continue your research, go to our comprehensive website at CR.org. Consumer Reports members have access to all our test results, detailed reliability and owner satisfaction ratings, and our expert reviews.



PHOTO: JOHN POWERS

Make & Model	Trans.	HP	Engine	CR's Fuel Economy (mpg)			Acceleration			Braking		Performance	
				Overall	City	Highway	0 to 30 mph (sec.)	0 to 60 mph (sec.)	1/4 mile (sec. @ mph)	From 60 mph dry (ft.)	From 60 mph wet (ft.)	AM speed (mph)	Turning circle (ft.)
Acura ILX	Seq 8	201	2.4-liter 4	28	18	42	3.1	7.5	15.9 @ 92	132	139	54.5	38
Acura MDX Tech	Auto 9	290	3.5-liter V6	21	14	31	2.8	6.8	15.3 @ 94	135	140	52.0	40
Acura RLX Tech	Auto 10	310	3.5-liter V6	23	15	36	2.7	6.5	15.0 @ 97	128	138	51.5	40
Acura TLX 2.4L	Seq 8	206	2.4-liter 4	27	18	41	3.0	7.4	15.7 @ 93	129	138	54.5	41
Acura TLX SH-AWD	Auto 9	290	3.5-liter V6	25	16	36	2.5	6.5	14.9 @ 99	129	140	55.0	40
Alfa Romeo Giulia Ti	Auto 8	280	2.0-liter 4 turbo	27	18	39	3.1	6.7	15.2 @ 99	136	147	53.0	39
Alfa Romeo Stelvio Ti	Auto 8	280	2.0-liter 4 turbo	24	17	32	3.1	7.0	15.5 @ 96	132	138	52.5	40
Audi A3 Premium	Seq 6	186	2.0-liter 4 turbo	27	18	40	3.2	8.3	16.4 @ 88	124	127	53.0	37
Audi A4 Premium Plus	Seq 7	252	2.0-liter 4 turbo	27	18	40	2.7	6.3	14.9 @ 98	135	145	53.5	40
Audi A6 3.0T	Auto 8	333	3.0-liter V6 supercharged	22	15	34	2.1	5.7	14.2 @ 101	132	138	52.5	41
Audi A8 4.0T	Auto 8	450	4.0-liter V8 turbo	21	14	30	2.2	5.5	14.0 @ 105	126	137	52.0	43
Audi Q3 Premium Plus	Auto 6	200	2.0-liter 4 turbo	22	15	31	3.2	8.4	16.6 @ 87	132	141	51.5	40
Audi Q5 Premium	Seq 7	252	2.0-liter 4 turbo	24	17	34	2.7	6.8	15.4 @ 94	130	144	52.5	40
Audi Q7 Premium Plus	Auto 8	333	3.0-liter V6 supercharged	20	13	28	2.5	6.7	15.1 @ 96	127	138	50.0	42
Audi TT 2.0T	Seq 6	220	2.0-liter 4 turbo	26	18	35	2.5	6.3	14.8 @ 98	113	122	58.0	36
BMW 328d xDrive	Auto 8	180	2.0-liter 4 turbodiesel	35	24	49	3.5	8.5	16.8 @ 88	132	139	54.0	38
BMW 330i xDrive	Auto 8	248	2.0-liter 4 turbo	26	17	39	2.8	6.9	15.2 @ 97	129	143	55.0	40
BMW 530i xDrive	Auto 8	248	2.0-liter 4 turbo	26	16	40	2.9	7.2	15.5 @ 95	130	141	52.5	42
BMW 750i xDrive	Auto 8	445	4.4-liter V8 turbo	21	14	33	2.4	5.3	13.6 @ 111	131	147	52.5	43
BMW i3 Giga (60ah) Rex	1-spd. dir.	170	0.7-liter 2 + electric	139**	135**	141**	3.3	7.5	16.3 @ 85	131	138	55.0	33
BMW M240i	Man 6	335	3.0-liter 6 turbo	25	19	31	2.1	5.2	13.8 @ 105	115	128	58.5	37
BMW X1 xDrive28i	Auto 8	228	2.0-liter 4 turbo	26	17	37	3.5	7.9	16.3 @ 92	134	143	53.0	39
BMW X3 xDrive30i	Auto 8	248	2.0-liter 4 turbo	24	16	36	3.1	7.7	16.0 @ 92	128	138	50.5	41
BMW X5 xDrive35i	Auto 8	300	3.0-liter 6 turbo	21	14	28	3.1	7.4	15.7 @ 94	137	142	52.0	43
Buick Cascada Premium	Auto 6	200	1.6-liter 4 turbo	22	14	31	3.5	8.9	17.0 @ 86	134	148	54.0	40
Buick Encore Preferred II	Auto 6	138	1.4-liter 4 turbo	23	16	32	3.8	11.0	18.3 @ 77	127	134	55.0	38
Buick Enclave Premium	Auto 9	310	3.6-liter V6	18	12	26	3.1	7.4	15.8 @ 92	130	141	53.5	41
Buick Envision Premium	Auto 6	252	2.0-liter 4 turbo	21	14	31	2.9	7.9	16.1 @ 90	128	153	55.0	38
Buick LaCrosse Essence	Auto 9	310	3.6-liter V6	24	16	36	2.8	6.3	14.8 @ 100	127	144	54.0	39
Buick Regal Essence (AWD)	Auto 8	250	2.0-liter 4 turbo	23	15	34	2.9	7.0	15.3 @ 97	125	133	55.5	39
Cadillac ATS Luxury	Auto 8	272	2.0-liter 4 turbo	23	15	33	2.5	6.5	14.9 @ 97	125	133	57.5	37
Cadillac CT6 Luxury AWD	Auto 8	335	3.6-liter V6	22	14	34	2.5	6.5	14.9 @ 98	125	143	52.0	41
Cadillac CTS Luxury AWD	Auto 8	335	3.6-liter V6	22	14	34	2.5	6.5	14.9 @ 98	127	145	54.5	38
Cadillac Escalade Luxury	Auto 8	420	6.2-liter V8	16	10	23	2.2	6.1	14.5 @ 98	142	157	45.0	41
Cadillac XT5 Luxury AWD	Auto 8	310	3.6-liter V6	20	13	30	2.7	7.1	15.6 @ 92	132	140	53.5	42
Cadillac XTS Premium Luxury	Auto 6	304	3.6-liter V6	22	14	34	3.0	7.2	15.7 @ 94	128	134	53.0	40
Chevrolet Bolt Premier	1-spd. dir.	200	Electric	119**	128**	110**	3.0	6.8	15.3 @ 93	138	145	53.0	36
Chevrolet Camaro SS	Man 6	455	6.2-liter V8	20	13	28	2.0	4.4	12.7 @ 116	112	119	56.0	40
Chevrolet Colorado LT	Auto 8	308	3.6-liter V6	18	13	26	3.0	7.5	15.8 @ 91	132	150	48.5	43
Chevrolet Colorado LT Diesel	Auto 6	181	2.8-liter 4 turbodiesel	24	15	34	3.7	10.3	17.9 @ 80	134	149	49.0	43
Chevrolet Corvette 3LT	Man 7	460	6.2-liter V8	20	14	28	2.0	4.3	12.6 @ 116	107	121	57.5	38
Chevrolet Cruze LT	Auto 6	153	1.4-liter 4 turbo	30	19	47	3.3	8.5	16.6 @ 88	125	141	56.0	36
Chevrolet Cruze Diesel	Auto 9	137	1.6-liter 4 turbodiesel	41	27	60	3.5	9.1	17.1 @ 85	132	150	55.0	36
Chevrolet Equinox LT	Auto 6	170	1.5-liter 4 turbo	25	17	34	3.7	9.6	17.5 @ 82	132	145	53.0	39
Chevrolet Impala Premier	Auto 6	305	3.6-liter V6	22	14	34	2.9	6.9	15.5 @ 95	130	136	54.0	40
Chevrolet Malibu Hybrid	CVT	182	1.8-liter 4 hybrid	41	33	49	3.0	8.0	16.3 @ 86	135	153	55.0	38
Chevrolet Malibu LT	Auto 6	160	1.5-liter 4 turbo	29	19	41	3.1	8.4	16.6 @ 86	130	149	53.0	38
Chevrolet Silverado 1500 LT	Auto 6	355	5.3-liter V8	16	11	23	2.8	7.5	15.9 @ 90	138	164	45.5	49
Chevrolet Sonic LT	Auto 6	138	1.8-liter 4	28	19	38	3.2	9.3	17.1 @ 83	128	139	54.0	36
Chevrolet Spark 1LT	CVT	98	1.4-liter 4	33	23	44	4.5	12.0	19.0 @ 76	129	137	57.5	35

*Composite of electric and gas. **Miles-per-gallon equivalent.

Make & Model	Trans.	HP	Engine	CR's Fuel Economy (mpg)			Acceleration			Braking		Performance	
				Overall	City	Highway	0 to 30 mph (sec.)	0 to 60 mph (sec.)	1/4 mile (sec. @ mph)	From 60 mph dry (ft.)	From 60 mph wet (ft.)	AM speed (mph)	Turning circle (ft.)
Chevrolet Suburban Premier	Auto 6	355	5.3-liter V8	16	10	23	2.9	7.9	16.2 @ 89	139	148	47.0	45
Chevrolet Tahoe LT	Auto 6	355	5.3-liter V8	16	10	23	2.8	7.7	15.9 @ 90	136	140	45.0	41
Chevrolet Traverse Premier	Auto 9	310	3.6-liter V6	20	14	28	3.0	7.3	15.7 @ 93	130	136	50.5	40
Chevrolet Trax LT	Auto 6	138	1.4-liter 4 turbo	25	18	34	4.0	10.8	18.2 @ 78	130	141	54.0	38
Chevrolet Volt LT	1-spd. dir.	149	1.5-liter 4 + electric	105**	99**	109**	2.7	8.0	16.3 @ 84	133	140	52.0	38
Chrysler 300 C	Auto 8	363	5.7-liter V8	20	13	31	2.5	6.1	14.5 @ 102	134	143	49.5	39
Chrysler 300 Limited	Auto 8	292	3.6-liter V6	22	15	32	3.2	7.4	15.8 @ 95	137	142	50.0	40
Chrysler Pacifica Hybrid Platinum	CVT	248	3.6-liter V6 + electric	44*	37*	50*	3.8	8.3	16.5 @ 91	145	145	48.5	41
Chrysler Pacifica Touring L	Auto 9	287	3.6-liter V6	21	13	33	3.1	8.0	16.2 @ 90	136	141	51.0	41
Dodge Challenger R/T Plus	Man 6	375	5.7-liter V8	20	14	27	2.3	5.5	13.9 @ 106	119	128	51.5	40
Dodge Charger R/T	Auto 8	370	5.7-liter V8	20	13	31	2.5	6.1	14.5 @ 102	128	141	50.5	39
Dodge Charger SXT	Auto 8	292	3.6-liter V6	22	15	32	3.2	7.4	15.8 @ 95	134	145	52.0	40
Dodge Durango GT	Auto 8	290	3.6-liter V6	18	12	25	3.1	8.3	16.4 @ 87	134	150	48.0	41
Dodge Journey GT	Auto 6	283	3.6-liter V6	16	11	25	3.2	8.1	16.4 @ 86	139	142	50.0	41
Fiat 124 Lusso	Man 6	160	1.4-liter 4 turbo	31	23	40	2.3	7.1	15.4 @ 92	121	130	56.0	32
Fiat 500 Abarth	Man 5	160	1.4-liter 4 turbo	28	21	34	2.6	8.0	16.1 @ 86	125	126	55.5	39
Fiat 500L Pop	Auto 6	160	1.4-liter 4 turbo	27	18	37	3.9	9.5	17.4 @ 84	132	138	51.5	37
Fiat 500X Pop	Auto 9	180	2.4-liter 4	23	16	31	3.8	9.8	17.6 @ 81	130	146	52.5	37
Ford C-Max Hybrid SE	CVT	188	2.0-liter 4 hybrid	37	35	38	3.4	8.4	16.6 @ 89	138	150	53.0	41
Ford Edge SEL	Auto 6	245	2.0-liter 4 turbo	21	14	31	3.1	8.8	16.8 @ 84	132	139	51.5	41
Ford Escape SE	Auto 6	179	1.5-liter 4 turbo	23	15	31	3.6	10.1	17.8 @ 80	132	147	50.0	40
Ford Expedition Max Limited	Auto 10	375	3.5-liter V6 turbo	16	11	23	2.7	7.3	15.7 @ 92	143	157	46.5	45
Ford Explorer XLT	Auto 6	290	3.5-liter V6	18	12	26	3.1	7.9	16.2 @ 89	135	145	49.5	40
Ford F-150 XLT (2.7T)	Auto 10	325	2.7-liter V6 turbo	19	13	26	2.9	6.8	15.3 @ 95	145	147	47.0	49
Ford Fiesta hatchback SES	Man 5	120	1.6-liter 4	32	23	42	3.6	10.7	17.9 @ 80	134	147	55.0	36
Ford Fiesta sedan SE	Seq 6	120	1.6-liter 4	33	22	45	4.3	10.9	18.4 @ 79	142	159	52.5	36
Ford Fiesta ST	Man 6	197	1.6-liter 4 turbo	29	21	36	2.9	7.3	15.6 @ 93	118	124	57.0	37
Ford Flex SEL	Auto 6	287	3.5-liter V6	18	12	25	3.2	8.5	16.5 @ 88	141	145	48.0	43
Ford Focus Electric	1-spd. dir.	143	Electric	111**	104**	116**	4.3	10.2	18.0 @ 82	140	154	52.5	41
Ford Focus sedan SE (1.0T)	Auto 6	123	1.0-liter 3 turbo	29	18	44	4.1	11.0	18.3 @ 79	128	140	51.5	37
Ford Focus sedan SE	Seq 6	160	2.0-liter 4	29	19	43	3.7	9.8	17.4 @ 85	128	140	51.5	37
Ford Focus ST	Man 6	252	2.0-liter 4 turbo	26	19	32	2.8	6.6	15.1 @ 95	122	135	53.0	42
Ford Fusion Hybrid SE	CVT	188	2.0-liter 4 hybrid	39	35	41	3.4	8.3	16.5 @ 90	140	153	52.0	40
Ford Fusion SE	Auto 6	181	1.5-liter 4 turbo	24	16	34	3.2	9.2	17.0 @ 84	125	137	52.5	38
Ford Fusion Titanium	Auto 6	245	2.0-liter 4 turbo	22	14	33	3.0	7.4	15.8 @ 92	130	141	53.5	37
Ford Mustang GT Premium	Man 6	435	5.0-liter V8	19	13	27	2.1	4.9	13.4 @ 111	121	133	54.5	39
Ford Mustang Premium	Auto 6	310	2.3-liter 4 turbo	25	16	36	2.5	6.4	14.9 @ 97	125	135	52.5	39
Ford Taurus Limited	Auto 6	288	3.5-liter V6	21	14	31	2.9	7.2	15.6 @ 95	135	142	50.0	42
Ford Transit Connect XLT	Auto 6	169	2.5-liter 4	21	15	27	3.9	10.9	18.2 @ 78	132	141	53.0	41
Genesis G80 3.8 AWD	Auto 8	311	3.8-liter V6	20	13	30	2.9	7.2	15.5 @ 95	129	137	53.0	38
Genesis G90 3.3T Premium AWD	Auto 8	365	3.3-liter V6 turbo	18	11	28	2.6	6.0	14.5 @ 101	130	145	52.0	41
GMC Acadia Denali	Auto 6	310	3.6-liter V6	19	13	28	2.6	6.8	15.4 @ 93	130	139	53.5	40
GMC Canyon SLE	Auto 8	308	3.6-liter V6	18	13	26	3.0	7.5	15.8 @ 91	132	150	48.5	43
GMC Canyon SLE Diesel	Auto 6	181	2.8-liter 4 turbodiesel	24	15	34	3.7	10.3	17.9 @ 80	134	149	49.0	43
GMC Sierra 1500 SLT	Auto 6	355	5.3-liter V8	16	11	23	2.8	7.5	15.9 @ 90	138	164	45.5	49
GMC Terrain SLE	Auto 9	252	2.0-liter 4 turbo	22	14	30	2.8	7.2	15.6 @ 93	128	136	54.0	39
GMC Yukon SLT	Auto 6	355	5.3-liter V8	16	10	23	2.8	7.7	15.9 @ 90	136	140	45.0	41
GMC Yukon XL SLT	Auto 6	355	5.3-liter V8	16	10	23	2.9	7.9	16.2 @ 89	139	148	45.0	45
Honda Accord EX	CVT	192	1.5-liter 4 turbo	31	21	42	3.1	7.7	16.1 @ 91	135	142	54.5	39
Honda Civic EX-T	CVT	174	1.5-liter 4 turbo	31	21	45	3.0	7.1	15.6 @ 94	129	141	54.5	37
Honda Civic LX	CVT	158	2.0-liter 4	32	21	45	3.7	8.7	16.8 @ 88	129	140	56.0	37
Honda Civic Si	Man 6	205	1.5-liter 4 turbo	34	23	47	2.8	7.3	15.4 @ 95	131	135	55.5	39

Make & Model	Trans.	HP	Engine	CR's Fuel Economy (mpg)			Acceleration			Braking		Performance	
				Overall	City	Highway	0 to 30 mph (sec.)	0 to 60 mph (sec.)	1/4 mile (sec. @ mph)	From 60 mph dry (ft.)	From 60 mph wet (ft.)	AM speed (mph)	Turning circle (ft.)
Honda CR-V EX	CVT	190	1.5-liter 4 turbo	28	20	37	3.4	8.2	16.5 @ 88	137	146	52.0	38
Honda CR-V LX	CVT	184	2.4-liter 4	27	19	36	3.7	8.6	16.8 @ 87	133	149	52.5	38
Honda Fit EX	CVT	130	1.5-liter 4	33	24	42	4.0	10.0	17.7 @ 84	132	135	55.0	36
Honda HR-V LX	CVT	141	1.8-liter 4	29	20	39	4.3	10.5	18.1 @ 81	132	139	55.0	39
Honda Odyssey EX-L	Auto 9	280	3.5-liter V6	22	14	33	3.4	8.1	16.4 @ 89	136	152	50.0	41
Honda Pilot EX-L	Auto 6	280	3.5-liter V6	20	13	28	3.2	7.5	15.9 @ 92	136	153	49.5	41
Honda Ridgeline RTL	Auto 6	280	3.5-liter V6	20	13	29	3.0	7.3	15.8 @ 90	134	142	53.5	46
Hyundai Elantra SEL	Auto 6	147	2.0-liter 4	33	21	49	3.8	9.9	17.6 @ 84	133	142	54.0	36
Hyundai Ioniq SEL	Seq 6	139	1.6-liter 4 hybrid	52	42	60	3.5	9.9	17.5 @ 81	144	160	51.5	36
Hyundai Santa Fe SE	Auto 6	290	3.3-liter V6	20	14	29	3.0	7.6	16.1 @ 90	133	140	51.0	39
Hyundai Santa Fe Sport	Auto 6	185	2.4-liter 4	23	17	30	3.2	9.7	17.3 @ 82	132	142	50.5	38
Hyundai Sonata SEL	Auto 6	185	2.4-liter 4	28	18	42	3.4	8.3	16.6 @ 89	129	135	51.5	37
Hyundai Sonata Hybrid SE	Auto 6	193	2.0-liter 4 hybrid	39	31	46	3.1	8.2	16.4 @ 89	140	151	50.5	37
Hyundai Tucson SEL	Auto 6	164	2.0-liter 4	24	17	32	4.0	11.0	18.3 @ 80	129	142	54.0	36
Hyundai Tucson Value	Seq 7	175	1.6-liter 4 turbo	26	18	35	3.3	8.4	16.6 @ 86	128	140	53.0	36
Infiniti Q50 3.0t Premium AWD	Auto 7	300	3.0-liter V6 turbo	22	14	32	2.4	5.7	14.2 @ 103	126	131	56.0	39
Infiniti Q70 3.7	Auto 7	330	3.7-liter V6	21	14	29	2.3	5.8	14.2 @ 101	128	143	54.5	40
Infiniti Q70 Hybrid	Auto 7	360	3.5-liter V6 hybrid	25	17	33	2.4	5.6	14.2 @ 101	131	144	52.0	39
Infiniti QX30 Premium AWD	Seq 7	208	2.0-liter 4 turbo	25	17	32	2.8	7.1	15.6 @ 93	122	134	57.0	38
Infiniti QX60	CVT	295	3.5-liter V6	19	13	26	3.5	8.3	16.5 @ 89	137	143	47.0	41
Infiniti QX80	Auto 7	400	5.6-liter V8	15	11	21	2.7	6.9	15.4 @ 94	139	155	48.0	44
Jaguar F-Pace Prestige	Auto 8	340	3.0-liter V6 supercharged	20	14	27	2.4	6.0	14.4 @ 100	129	139	50.5	41
Jaguar XE Premium 25t AWD	Auto 8	247	2.0-liter 4 turbo	25	17	36	3.0	7.7	16.0 @ 93	133	145	53.0	38
Jaguar XF Prestige AWD	Auto 8	340	3.0-liter V6 supercharged	21	14	30	2.3	5.8	14.2 @ 102	128	140	51.0	39
Jaguar XJL Portfolio	Auto 8	340	3.0-liter V6 supercharged	19	13	27	2.3	5.5	14.0 @ 106	138	148	52.5	42
Jeep Cherokee Latitude	Auto 9	184	2.4-liter 4	22	15	31	3.9	10.9	18.2 @ 79	138	153	51.5	40
Jeep Cherokee Limited	Auto 9	271	3.2-liter V6	21	14	29	3.1	7.7	16.1 @ 90	133	144	51.5	40
Jeep Compass Latitude	Auto 9	180	2.4-liter 4	24	16	35	3.6	9.8	17.5 @ 82	137	151	53.5	38
Jeep Grand Cherokee Limited	Auto 8	295	3.6-liter V6	18	12	24	3.0	8.0	16.2 @ 88	134	146	50.0	40
Jeep Grand Cherokee Limited Ecodiesel	Auto 8	240	3.0-liter V6 turbodiesel	24	17	32	3.1	8.6	16.7 @ 85	132	145	50.5	39
Jeep Renegade Latitude	Auto 9	180	2.4-liter 4	24	16	32	3.8	9.9	17.6 @ 81	130	133	51.5	37
Kia Cadenza Premium	Auto 8	290	3.3-liter V6	24	16	36	2.9	7.0	15.3 @ 98	127	141	52.0	39
Kia Forte LX	Auto 6	147	2.0-liter 4	33	21	49	3.6	10.1	17.6 @ 83	128	137	52.5	38
Kia Niro EX	Seq 6	139	1.6-liter 4 hybrid	43	33	52	3.6	9.9	17.6 @ 80	143	152	51.0	36
Kia Optima EX	Auto 6	185	2.4-liter 4	28	18	40	3.3	8.0	16.3 @ 90	130	141	51.5	37
Kia Sedona EX	Auto 6	276	3.3-liter V6	20	13	28	3.2	8.0	16.3 @ 90	133	144	48.0	38
Kia Sorento EX	Auto 6	290	3.3-liter V6	21	14	30	3.0	7.4	15.9 @ 91	131	143	49.5	38
Kia Soul Plus	Auto 6	161	2.0-liter 4	26	19	33	3.3	8.8	16.9 @ 85	127	135	53.5	36
Kia Sportage LX	Auto 6	181	2.4-liter 4	23	16	32	3.5	9.6	17.4 @ 83	128	131	52.5	36
Kia Stinger Premium (AWD)	Auto 8	255	2.0-liter 4 turbo	23	16	32	3.0	7.5	15.8 @ 93	132	142	53.5	39
Land Rover Discovery HSE	Auto 8	340	3.0-liter V6 supercharged	17	12	24	2.9	7.3	15.6 @ 93	138	148	47.5	42
Land Rover Discovery Sport HSE	Auto 9	240	2.0-liter 4 turbo	21	14	28	3.6	8.6	16.9 @ 87	136	145	50.5	39
Land Rover Range Rover HSE	Auto 8	340	3.0-liter V6 supercharged	17	12	21	2.7	6.7	15.1 @ 96	137	144	48.5	41
Land Rover Range Rover Sport HSE	Auto 8	340	3.0-liter V6 supercharged	18	13	23	2.6	6.5	15.1 @ 95	137	139	49.5	41
Land Rover Range Rover Velar S	Auto 8	247	2.0-liter 4 turbo	21	14	30	3.0	8.4	16.5 @ 88	130	134	51.5	39

Make & Model	Trans.	HP	Engine	CR's Fuel Economy (mpg)			Acceleration			Braking		Performance	
				Overall	City	Highway	0 to 30 mph (sec.)	0 to 60 mph (sec.)	1/4 mile (sec. @ mph)	From 60 mph dry (ft.)	From 60 mph wet (ft.)	AM speed (mph)	Turning circle (ft.)
Lexus ES 300h	CVT	200	2.5-liter 4 hybrid	36	28	44	3.4	8.2	16.4 @ 90	140	144	51.0	40
Lexus ES 350	Auto 6	268	3.5-liter V6	25	17	35	2.8	6.7	15.0 @ 98	139	147	51.5	40
Lexus GS 350	Auto 8	311	3.5-liter V6	21	13	32	2.6	6.2	14.7 @ 99	137	147	53.5	37
Lexus GX 460	Auto 6	301	4.6-liter V8	17	12	24	2.7	7.5	16.0 @ 89	136	143	48.0	41
Lexus IS 300	Auto 6	255	3.5-liter V6	20	14	28	2.6	6.5	15.0 @ 96	139	151	53.0	37
Lexus NX 300	Auto 6	235	2.0-liter 4 turbo	24	17	33	3.0	7.5	15.9 @ 92	132	137	49.5	41
Lexus NX 300h	CVT	194	2.5-liter 4 hybrid	29	23	34	3.3	8.9	16.9 @ 85	136	142	49.5	41
Lexus RX 350	Auto 8	295	3.5-liter V6	22	14	31	2.9	7.5	15.8 @ 92	139	152	49.0	40
Lexus RX 450h	CVT	308	3.5-liter V6 hybrid	29	24	33	3.2	7.5	15.8 @ 95	138	147	50.0	41
Lincoln Continental Select	Auto 6	335	2.7-liter V6 turbo	20	12	32	2.5	6.6	15.1 @ 94	127	140	51.5	39
Lincoln MKC Reserve	Auto 6	285	2.3-liter 4 turbo	19	13	27	2.8	7.8	16.1 @ 88	125	133	54.0	39
Lincoln MKX 2.7L	Auto 6	335	2.7-liter V6 turbo	18	12	28	2.6	7.2	15.5 @ 92	128	142	53.5	40
Lincoln MKZ Hybrid	Auto 6	188	2.0-liter 4 hybrid	34	29	38	3.8	9.2	17.1 @ 87	129	139	53.0	40
Lincoln MKZ Reserve	Auto 6	245	2.0-liter 4 turbo	23	16	34	3.0	7.4	15.8 @ 92	124	133	53.0	40
Lincoln Navigator Select	Auto 10	411	3.5-liter V6 turbo	16	11	22	2.4	6.2	14.7 @ 98	144	162	47.0	42
Maserati Ghibli S Q4	Auto 8	404	3.0-liter V6 turbo	19	12	27	2.5	5.4	14.0 @ 107	115	125	53.5	40
Mazda3 Grand Touring	Man 6	155	2.0-liter 4	32	24	41	3.0	8.2	16.6 @ 86	133	143	54.0	38
Mazda3 Touring	Auto 6	155	2.0-liter 4	33	23	45	3.2	8.3	16.6 @ 88	133	140	54.5	38
Mazda6 Sport	Auto 6	184	2.5-liter 4	32	22	44	2.8	7.5	15.9 @ 90	132	141	53.0	40
Mazda CX-3 Touring	Auto 6	146	2.0-liter 4	28	20	36	3.5	9.6	17.4 @ 82	135	148	53.5	36
Mazda CX-5 Touring	Auto 6	187	2.5-liter 4	24	17	33	3.1	8.6	16.6 @ 85	133	144	54.0	37
Mazda CX-9 Touring	Auto 6	227	2.5-liter 4 turbo	22	15	32	3.1	7.9	16.3 @ 88	139	143	50.0	40
Mazda MX-5 Miata Club	Man 6	155	2.0-liter 4	34	25	42	2.2	6.7	15.1 @ 92	124	133	57.5	32
Mercedes-Benz C300 4MATIC	Auto 9	241	2.0-liter 4 turbo	26	18	35	2.7	6.8	15.2 @ 96	136	144	55.5	38
Mercedes-Benz CLA250	Seq 7	208	2.0-liter 4 turbo	28	19	39	2.7	6.6	15.2 @ 95	124	137	54.0	37
Mercedes-Benz E300 4MATIC	Auto 9	241	2.0-liter 4 turbo	24	15	36	2.8	7.1	15.6 @ 93	128	143	54.5	39
Mercedes-Benz GLA250 4MATIC	Seq 7	208	2.0-liter 4 turbo	26	19	35	2.7	6.9	15.4 @ 92	128	142	54.5	37
Mercedes-Benz GLC300 4MATIC	Auto 9	241	2.0-liter 4 turbo	22	15	31	2.7	6.8	15.4 @ 93	132	143	49.5	40
Mercedes-Benz GLE350 4MATIC	Auto 7	302	3.5-liter V6	18	13	25	2.5	6.8	15.2 @ 93	138	156	48.0	40
Mercedes-Benz S550 4MATIC	Auto 9	463	4.0-liter V8 turbo	18	12	28	2.3	5.1	13.5 @ 109	128	138	51.0	41
Mini Cooper Clubman	Man 6	189	2.0-liter 4 turbo	30	23	38	2.7	7.2	15.5 @ 94	130	139	56.0	36
Mini Cooper Hatchback	Auto 6	134	1.5-liter 3 turbo	31	22	41	3.1	8.3	16.5 @ 87	133	142	54.5	36
Mini Cooper Hatchback S	Auto 6	134	1.5-liter 3 turbo	28	18	40	3.9	10.5	17.9 @ 81	129	140	56.5	38
Mini Cooper Countryman S All4	Auto 8	189	2.0-liter 4 turbo	25	17	36	3.1	8.3	16.5 @ 87	120	130	53.0	39
Mitsubishi Mirage ES	CVT	78	1.2-liter 3	37	28	47	4.4	12.1	19.0 @ 75	138	145	52.5	32
Mitsubishi Outlander SEL	CVT	166	2.4-liter 4	24	17	30	3.8	10.0	17.7 @ 81	132	149	50.5	36
Nissan 370Z Touring	Man 6	332	3.7-liter V6	23	17	28	2.1	5.3	13.9 @ 104	120	127	58.0	37
Nissan Altima 2.5 SV	CVT	179	2.5-liter 4	29	19	42	3.5	8.4	16.6 @ 89	135	143	52.0	39
Nissan Altima 3.5 SL	CVT	270	3.5-liter V6	24	16	35	2.9	6.3	14.7 @ 101	133	141	52.0	41
Nissan Armada Platinum	Auto 7	390	5.6-liter V8	14	10	20	2.6	6.7	15.3 @ 95	133	147	51.0	43
Nissan Maxima Platinum	CVT	300	3.5-liter V6	25	17	36	2.8	6.5	14.9 @ 99	132	141	53.0	39
Nissan Murano SL	CVT	260	3.5-liter V6	21	15	29	3.4	7.7	16.0 @ 92	131	137	50.5	40
Nissan Pathfinder SL	CVT	284	3.5-liter V6	18	13	25	3.2	7.7	16.0 @ 91	137	145	47.0	40
Nissan Rogue SV	CVT	170	2.5-liter 4	24	17	30	3.7	9.5	17.3 @ 83	134	142	54.0	38
Nissan Rogue Sport SV	CVT	141	2.0-liter 4	26	19	34	3.8	10.3	17.9 @ 80	134	139	52.5	38
Nissan Sentra SV	CVT	124	1.8-liter 4	31	21	42	3.9	10.4	18.0 @ 80	129	139	55.5	36
Nissan Titan SV	Auto 7	390	5.6-liter V8	16	11	22	2.8	6.7	15.3 @ 95	131	143	49.5	50
Nissan Versa Note SL	CVT	109	1.6-liter 4	31	22	40	4.0	10.9	18.2 @ 79	135	149	54.5	37
Nissan Versa SV	CVT	109	1.6-liter 4	32	23	40	4.0	10.6	18.1 @ 80	140	152	54.5	38
Porsche 718 Boxster	Seq 7	300	2.0-liter 4 turbo	26	18	36	1.7	4.4	13.0 @ 110	108	119	59.0	37

Make & Model	Trans.	HP	Engine	CR's Fuel Economy (mpg)			Acceleration			Braking		Performance	
				Overall	City	Highway	0 to 30 mph (sec.)	0 to 60 mph (sec.)	1/4 mile (sec. @ mph)	From 60 mph dry (ft.)	From 60 mph wet (ft.)	AM speed (mph)	Turning circle (ft.)
Porsche 911 Carrera S	Man 7	420	3.0-liter 6 turbo	23	16	32	1.6	4.1	12.4 @ 117	108	119	59.5	38
Porsche Cayenne	Auto 8	300	3.6-liter V6	19	14	26	2.8	7.8	15.9 @ 90	134	147	50.0	39
Porsche Macan S	Seq 7	340	3.0-liter V6 turbo	19	13	26	2.7	6.4	14.7 @ 101	130	135	51.0	40
Subaru BRZ Premium	Man 6	205	2.0-liter 4	30	23	37	2.6	7.2	15.6 @ 92	126	126	56.0	38
Subaru Crosstrek Premium	CVT	152	2.0-liter 4	29	20	39	4.0	10.2	17.8 @ 82	125	136	54.5	37
Subaru Forester 2.5i Premium	CVT	170	2.5-liter 4	26	18	35	3.5	8.7	16.8 @ 86	127	140	52.0	37
Subaru Impreza Premium	CVT	152	2.0-liter 4	30	21	41	3.8	9.5	17.3 @ 84	124	140	56.0	37
Subaru Legacy 2.5i Premium	CVT	175	2.5-liter 4	26	17	39	4.1	10.2	17.8 @ 82	128	135	55.5	39
Subaru Outback 2.5i Premium	CVT	175	2.5-liter 4	24	16	34	4.2	10.5	18.1 @ 81	133	142	53.5	39
Subaru Outback 3.6R Limited	CVT	256	3.6-liter 6	22	16	29	3.2	7.4	15.7 @ 93	134	147	55.0	38
Subaru WRX Premium	Man 6	268	2.0-liter 4 turbo	26	19	33	1.9	6.0	14.5 @ 97	120	128	59.0	37
Tesla Model S P90D	1-spd. dir.	532	Electric	87**	64**	110**	1.4	3.5	12.1 @ 112	118	129	55.5	41
Tesla Model X 90D	1-spd. dir.	417	Electric	92**	90**	94**	2.2	4.9	13.4 @ 106	127	135	53.5	42
Toyota 4Runner SR5	Auto 5	270	4.0-liter V6	18	12	24	3.0	7.7	16.1 @ 89	131	145	48.0	45
Toyota 86	Man 6	205	2.0-liter 4	30	23	37	2.6	7.2	15.5 @ 94	126	127	56.5	38
Toyota Camry LE	Auto 8	203	2.5-liter 4	32	20	49	3.2	8.0	16.3 @ 91	126	133	53.5	39
Toyota Camry Hybrid LE	CVT	208	2.5-liter 4 hybrid	47	39	53	3.3	7.8	16.1 @ 92	138	147	54.5	40
Toyota C-HR XLE	CVT	144	2.0-liter 4	29	19	42	4.8	11.2	18.6 @ 80	131	147	52.5	36
Toyota Corolla iM	CVT	137	1.8-liter 4	31	22	42	4.0	10.0	17.8 @ 82	133	150	52.5	37
Toyota Corolla LE	CVT	132	1.8-liter 4	32	23	43	4.0	9.9	17.7 @ 83	138	149	54.5	37
Toyota Highlander Hybrid Limited	CVT	306	3.5-liter V6 hybrid	25	18	32	3.3	8.3	16.4 @ 90	138	146	49.0	40
Toyota Highlander XLE	Auto 8	295	3.5-liter V6	22	15	31	2.8	7.4	15.8 @ 92	134	146	48.5	42
Toyota Land Cruiser	Auto 8	381	5.7-liter V8	14	10	20	2.8	7.3	15.7 @ 92	140	158	46.0	43
Toyota Mirai	1-spd. dir.	153	Electric	67**	67**	67**	3.3	9.3	17.2 @ 81	142	151	49.5	37
Toyota Prius C Two	CVT	99	1.5-liter 4 hybrid	43	37	48	3.7	11.3	18.4 @ 76	135	140	51.5	35
Toyota Prius Four	CVT	121	1.8-liter 4 hybrid	52	43	59	3.6	10.3	17.8 @ 81	135	149	53.5	35
Toyota Prius Prime Premium	CVT	121	1.8-liter 4 electric	69	56	81	3.7	10.8	18.1 @ 78	139	147	55.0	35
Toyota RAV4 Hybrid XLE	CVT	194	2.5-liter 4 hybrid	31	26	36	3.3	8.7	16.7 @ 86	136	145	49.5	36
Toyota RAV4 XLE	Auto 6	176	2.5-liter 4	24	17	32	3.4	9.3	17.2 @ 83	135	147	51.0	38
Toyota Sequoia Limited	Auto 6	381	5.7-liter V8	15	10	21	2.7	7.1	15.6 @ 92	146	163	47.0	42
Toyota Sienna XLE	Auto 8	296	3.5-liter V6	21	14	30	3.2	7.7	16.0 @ 92	137	154	49.5	39
Toyota Tacoma SR5	Auto 6	278	3.5-liter V6	19	14	25	3.5	8.2	16.5 @ 90	146	158	46.0	42
Toyota Tundra SR5	Auto 6	381	5.7-liter V8	15	10	20	2.6	6.7	15.3 @ 93	153	178	44.5	49
Toyota Yaris iA	Auto 6	106	1.5-liter 4	35	24	48	3.8	10.3	17.9 @ 81	139	157	55.0	34
Toyota Yaris LE	Auto 4	106	1.5-liter 4	32	23	41	3.9	10.8	18.3 @ 76	137	149	54.0	34
Volkswagen Atlas SEL	Auto 8	276	3.6-liter V6	20	13	28	3.5	8.7	16.7 @ 88	135	148	51.0	40
Volkswagen Beetle S	Auto 6	170	1.8-liter 4 turbo	27	19	36	3.1	8.4	16.4 @ 89	136	149	51.0	36
Volkswagen Golf SE	Auto 6	170	1.8-liter 4 turbo	28	19	38	3.2	8.7	16.7 @ 87	130	137	54.0	37
Volkswagen Golf Alltrack	Seq 6	170	1.8-liter 4 turbo	25	16	36	3.2	8.5	16.6 @ 87	124	137	56.0	37
Volkswagen GTI SE	Man 6	210	2.0-liter 4 turbo	29	20	39	2.7	6.6	15.2 @ 97	132	144	55.0	37
Volkswagen Passat SE	Auto 6	170	1.8-liter 4 turbo	28	19	39	3.1	8.6	16.6 @ 88	129	139	52.5	38
Volkswagen Passat SEL Premium	Seq 6	280	3.6-liter V6	23	16	33	3.0	6.8	15.1 @ 99	132	140	52.5	39
Volkswagen Tiguan SE	Auto 8	184	2.0-liter 4 turbo	25	16	35	4.1	10.3	17.9 @ 83	131	135	52.0	39
Volvo S60 T5	Auto 8	240	2.0-liter 4 turbo	25	16	38	3.1	7.9	16.2 @ 90	128	135	54.0	38
Volvo S90 T6 Momentum	Auto 8	316	2.0-liter 4 turbo & supercharged	23	14	35	2.9	7.2	15.4 @ 98	130	142	52.5	39
Volvo V60 Cross Country	Auto 8	240	2.0-liter 4 turbo	21	14	29	3.0	8.1	16.4 @ 87	127	134	49.5	38
Volvo XC60 T5 Momentum	Auto 8	240	2.0-liter 4 turbo	23	15	32	3.0	8.0	16.2 @ 90	124	129	52.5	40
Volvo XC90 T6 Momentum	Auto 8	316	2.0-liter 4 turbo & supercharged	20	14	28	3.1	7.7	15.9 @ 93	126	137	52.5	41

*Composite of electric and gas. **Miles-per-gallon equivalent.

Safety Update and Crash-Test Ratings

WHEN ASSESSING SAFETY, it's important to compare vehicles in the same class. Models perform differently in crashes based on their size and what they hit. Even a small car with top crash-test ratings will take the brunt of the impact if hit by a larger, heavier vehicle.

As safety technology progresses rapidly, we've begun evaluating some active safety features as part of our test program. As part of our Overall Score, we give additional consideration to advanced safety systems—offered as standard equipment across all trim levels of a particular model—that can help drivers avoid an accident or lessen the impact of a crash.

The Insurance Institute for Highway Safety conducts a front small-overlap crash test, which replicates a 40-mph crash in which 40 percent of the front of a car hits a rigid barrier. The test is done for both the driver and passenger sides. IIHS also conducts a frontal test that replicates hitting an oncoming vehicle straight on.

Overall, newly introduced vehicles that were designed with the test in mind have done better in the test than older models. CR won't recommend any vehicle that scores Poor in any crash test.

Guide to the Chart

The charts on these pages are a comprehensive collection of data to help you compare the safety capabilities of different



models. Because crash-test results can be compared only among vehicles of similar weight, we group models by category. Here is a guide to each column:

► **Accident avoidance.** A composite score derived from our track tests, including braking and emergency handling, and to a lesser extent driving position, visibility, acceleration, and seat comfort. If we tested multiple versions of the same model and the accident-avoidance scores differed, we give the range of scores attained.

► **Front-Crash Prevention.** This indicates the availability of forward-collision warning and automatic emergency braking systems in a model. Std. indicates the feature is standard, Opt. means it is optional, and a “—” means the feature is not available. NA indicates that, at time of publication, there is no infor-

mation on availability of the features.

► **IIHS Safety Tests.** These include the narrow-offset, offset frontal, side-impact, rear-crash, and roof-strength evaluations. IIHS scores are Good, Acceptable, Marginal, and Poor. The roof-strength test subjects a vehicle to a force equal to four times its weight for up to 5 inches of roof crush.

► **NHTSA Safety Tests.** These tests are conducted by the National Highway Traffic Safety Administration and measure full-frontal and side-impact performance, and they are displayed as a combined overall and an overall front and side rating. The rollover rating denotes the risk of rollover in a single-vehicle crash. This score is largely based on a static measure of a vehicle's center of gravity. A dynamic test is used for light trucks.

Make & Model	CR Tests	Front-Crash Prevention			IIHS Safety Tests					NHTSA Safety Tests		
	Accident avoidance	Forward-collision warning	Automatic emergency braking—City	Automatic emergency braking—Highway	Front small overlap	Offset frontal	Side	Rear	Roof crush	Combined overall	Overall front/side	Rollover 2WD/4WD
CARS: SUBCOMPACT												
Chevrolet Spark	⬆	Opt.	—	—	—	Good	Good	—	—	—	—	—
Fiat 500	—	—	—	—	Poor	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Ford Fiesta	⬇⬆	—	—	—	Marg.	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Honda Fit	⬆	Opt.	Opt.	Opt.	—	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Hyundai Accent	—	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Hyundai Veloster	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Kia Rio	—	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Mini Cooper Base	⬆	Opt.	Opt.	—	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Mitsubishi Mirage	⬇	—	—	—	Marg.	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Nissan Versa	⬇	—	—	—	Poor	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Nissan Versa Note	⬇	—	—	—	—	Good	—	—	—	—	⬇/—	⬆/—
Toyota Prius C	⬇	Std.	Std.	—	Accept.	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Toyota Yaris	⬇	Std.	Std.	—	Marg.	Good	Good	Good	Good	—	⬆/—	⬆/—
Toyota Yaris iA	⬇	—	Std.	—	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—

Make & Model	CR Tests	Front-Crash Prevention			IIHS Safety Tests					NHTSA Safety Tests		
	Accident avoidance	Forward-collision warning	Automatic emergency braking—City	Automatic emergency braking—Highway	Front small overlap	Offset frontal	Side	Rear	Roof crush	Combined overall	Overall front/side	Rollover 2WD/4WD
CARS: COMPACT												
Acura ILX	👍	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	👍	👍/👍	👍/—
Audi A3	👍	Std.	Std.	Opt.	Good	Good	Good	Good	Good	👍	👍/👍	👍/👍
BMW i3	👍	Opt.	Opt.	—	Good	Good	Good	Accept.	Good	—	—	—
Chevrolet Bolt	👎	Opt.	Opt.	—	Good	Good	Good	Good	Good	—	—	—
Chevrolet Cruze	👍👍	Opt.	—	—	—	Good	Good	—	—	👍	👍/👍	👍/—
Chevrolet Sonic	👍	Opt.	—	—	Good	Good	Good	Good	Good	👍	👍/👍	👍/—
Chevrolet Volt	👎	Opt.	Opt.	—	Good	Good	Good	Good	Good	👍	👍/👍	👍/—
Fiat 500L	👍	—	—	—	Poor	Good	Good	Good	Good	—	—	—
Ford Focus	👍👍	—	—	—	Accept.	Good	Good	Good	Good	👍	👍/👍	👍/—
Ford Focus Electric	👎	—	—	—	—	—	—	—	—	—	—	👍/—
Honda Civic	👍	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	👍	👍/👍	👍/—
Hyundai Elantra	👍	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	👍	👍/👍	👍/—
Hyundai Ioniq	👎	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Kia Forte	👍	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	👍	👍/👍	👍/—
Kia Niro	👎	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Kia Soul	👍	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	👍	👍/👍	👍/—
Mazda3	👍	Std.	Std.	Opt.	Good	Good	Good	Good	Good	👍	👍/👍	👍/—
Mini Cooper Clubman	👍	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Nissan Kicks	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Nissan Leaf	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Nissan Sentra	👍	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	👍	👍/👍	👍/—
Subaru Impreza	👍	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	👍	👍/👍	—/👍
Toyota C-HR	👍	Std.	Std.	Std.	—	—	—	—	—	👍	👍/👍	👍/—
Toyota Corolla	👎	Std.	Std.	Std.	Good	Good	Good	Good	Good	👍	👍/👍	👍/—
Toyota Corolla iM	👍	Std.	Std.	—	—	Good	Good	—	—	—	—	—
Toyota Mirai	👎	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Toyota Prius	👎	Std.	Std.	Std.	Good	Good	Good	Good	Good	👍	👍/👍	👍/—
Toyota Prius Prime	👎	Std.	Std.	Std.	Good	Good	Good	Good	Good	—	—	—
Volkswagen Beetle	👎	—	—	—	Marg.	Good	Good	Good	Good	👍	👍/👍	👍/—
Volkswagen Golf	👍	Opt.	Opt.	—	Good	Good	Good	Good	Good	👍	👍/👍	👍/👍
Volkswagen Golf Alltrack	👍	Opt.	Opt.	—	Good	Good	Good	Good	Good	👍	👍/👍	—/👍
Volkswagen Jetta	—	Opt.	Opt.	—	—	—	—	—	—	—	—	—
CARS: MIDSIZED												
Chevrolet Malibu	👍	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	👍	👍/👍	👍/—
Ford C-Max Hybrid	👎	—	—	—	Accept.	Good	Good	Good	Good	👍	👍/👍	👍/—
Ford Fusion	👎👍	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	👍	👍/👍	👍/👍
Honda Accord	👍	Std.	Std.	Std.	Good	Good	Good	Good	Good	👍	👍/👍	👍/—
Honda Clarity	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Hyundai Sonata	👍	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	👍	👍/👍	👍/—
Kia Optima	👍	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	👍	👍/👍	👍/—
Kia Stinger	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Mazda6	👍	Std.	Std.	Opt.	Good	Good	Good	Good	Good	👍	👍/👍	👍/—
Nissan Altima	👍	Std.	Std.	Std.	Good	Good	Good	Good	Good	👍	👍/👍	👍/—
Subaru Legacy	👍	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	👍	👍/👍	—/👍
Subaru Outback	👍	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	👍	👍/👍	—/👍
Toyota Camry	👍👍	Std.	Std.	Std.	Good	Good	Good	Good	Good	👍	👍/👍	👍/—
Volkswagen Passat	👍	Opt.	Opt.	—	Good	Good	Good	Good	Good	👍	👍/👍	👍/—
CARS: LUXURY MIDSIZED												
Acura TLX	👍	Std.	Std.	Std.	Accept.	Good	Good	Good	Good	👍	👍/👍	👍/👍
Alfa Romeo Giulia	👍	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Audi A4	👍	Std.	Std.	Opt.	Good	Good	Good	Good	Good	👍	👍/👍	👍/👍

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Make & Model	CR Tests	Front-Crash Prevention			IIHS Safety Tests					NHTSA Safety Tests		
	Accident avoidance	Forward-collision warning	Automatic emergency braking—City	Automatic emergency braking—Highway	Front small overlap	Offset frontal	Side	Rear	Roof crush	Combined overall	Overall front/side	Rollover 2WD/4WD
CARS: LUXURY MIDSIZED <i>Continued</i>												
BMW 3 Series	⬆	Opt.	Opt.	—	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Buick Regal	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Cadillac ATS	⬆	Opt.	Opt.	Opt.	—	—	—	—	—	⬆	⬆/⬆	⬆/⬆
Genesis G70	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Infiniti Q50	⬆	Opt.	Opt.	Opt.	—	—	Good	Good	Good	—	—	⬆/⬆
Jaguar XE	⬆	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Lexus ES	⬆	Std.	Std.	Std.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Lexus IS	⬆	Std.	Std.	Std.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Lincoln MKZ	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Mercedes-Benz C-Class	⬆	Opt.	Std.	Std.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Mercedes-Benz CLA	⬆	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Tesla Model 3	—	Std.	Std.	—	—	—	—	—	—	—	—	—
Volvo S60	⬆	Opt.	Std.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Volvo V60	⬆	Opt.	Std.	Opt.	Good	Good	Good	Good	Good	—	—	—

CARS: LARGE/LUXURY

Acura RLX	⬆	Std.	Std.	Std.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Audi A6	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Audi A7	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Audi A8	⬆	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
BMW 5 Series	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
BMW 7 Series	⬆	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Buick LaCrosse	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Cadillac CT6	⬆	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Cadillac CTS	⬆	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Cadillac XTS	⬆	Opt.	Opt.	Opt.	—	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Chevrolet Impala	⬆	Opt.	Opt.	Opt.	Accept.	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Chrysler 300	⬆	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Dodge Charger	⬆	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Ford Taurus	⬆	Opt.	—	—	Accept.	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Genesis G80	⬆	Std.	Std.	Std.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Genesis G90	⬆	Std.	Std.	Std.	Good	Good	Good	Good	Good	—	—	—
Infiniti Q70	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	⬆/—	⬆/⬆
Jaguar XF	⬆	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Jaguar XJ	⬆	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Kia Cadenza	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Kia K900	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Lexus GS	⬆	Std.	Std.	Std.	—	Good	Good	—	Good	—	—	—
Lexus LS	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Lincoln Continental	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Maserati Ghibli	⬆	Opt.	Opt.	Opt.	—	Good	Good	Good	Good	—	—	—
Mercedes-Benz CLS	—	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Mercedes-Benz E-Class	⬆	Std.	Std.	Std.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Mercedes-Benz S-Class	⬆	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Nissan Maxima	⬆	Std.	Std.	Std.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Porsche Panamera	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Tesla Model S	⬆	Std.	Std.	Std.	Accept.	Good	Good	Good	Good	—	—	⬆/⬆
Toyota Avalon	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Volvo S90	⬆	Std.	Std.	Std.	Good	Good	—	Good	—	—	—	—

Make & Model	CR Tests	Front-Crash Prevention			IIHS Safety Tests					NHTSA Safety Tests		
	Accident avoidance	Forward-collision warning	Automatic emergency braking—City	Automatic emergency braking—Highway	Front small overlap	Offset frontal	Side	Rear	Roof crush	Combined overall	Overall front/side	Rollover 2WD/4WD
CARS: SPORTY/CONVERTIBLE												
Alfa Romeo 4C	—	—	—	—	—	—	—	—	—	—	—	—
Audi A5	—	Std.	Std.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	—/⬆
Audi TT	⬆	—	—	—	—	—	—	—	—	—	—	—
BMW 2 Series	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
BMW 4 Series	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
BMW 6 Series	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Buick Cascada	⬆	Opt.	—	—	—	—	—	—	—	⬆	⬆/⬆	⬆/—
Chevrolet Camaro	⬆	—	—	—	Good	Good	Good	Good	Accept.	⬆	⬆/⬆	⬆/—
Chevrolet Corvette	⬆	—	—	—	—	—	—	—	—	—	—	—
Dodge Challenger	⬆	Opt.	—	—	Marg.	Good	Good	Accept.	Accept.	⬆	⬆/⬆	⬆/—
Fiat 124	⬆	—	—	—	—	—	—	—	—	—	—	—
Fiat 500 Abarth/convertible	⬆	—	—	—	—	—	—	—	—	—	—	—
Ford Mustang	⬆	Opt.	Opt.	Opt.	Accept.	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Jaguar F-Type	—	Opt.	Std.	—	—	—	—	—	—	—	—	—
Lexus LC	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Lexus RC	—	Std.	Std.	Std.	Good	Good	Good	Good	Good	—	—	—
Mazda MX-5 Miata	⬆	—	—	—	—	—	—	—	—	—	—	—
Mercedes-Benz SL	—	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Mercedes-Benz SLC	—	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Mini Cooper S	⬆	Opt.	Opt.	—	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Nissan Z	⬆	—	—	—	—	—	—	—	—	—	—	—
Porsche 718 Boxster	⬆	Opt.	—	—	—	—	—	—	—	—	—	—
Porsche 911	⬆	Opt.	—	—	—	—	—	—	—	—	—	—
Subaru BRZ	⬆	—	—	—	Accept.	Good	Good	Good	Good	—	⬆/—	⬆/—
Subaru WRX	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Toyota 86	⬆	—	—	—	Accept.	Good	Good	Good	Good	—	⬆/—	⬆/—
Volkswagen GTI	⬆	Opt.	Opt.	—	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
MINIVANS												
Chrysler Pacifica	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Ford Transit Connect	⬆	—	—	—	—	—	—	—	—	⬆	⬆/⬆	⬆/—
Honda Odyssey	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Kia Sedona	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Toyota Sienna	⬆	Std.	Std.	Std.	Accept.	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
SUVs: SMALL												
Audi Q3	⬆	—	—	—	Good	Good	Good	Good	Good	—	—	—
BMW X1	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
BMW X2	—	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Buick Encore	⬆	Opt.	—	—	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Chevrolet Equinox	⬆	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Chevrolet Trax	⬆	Opt.	—	—	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Fiat 500X	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Ford EcoSport	—	—	—	—	—	—	—	—	—	—	—	—
Ford Escape	⬆	Opt.	—	—	Accept.	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
GMC Terrain	⬆	Opt.	Opt.	—	—	—	—	—	—	⬆	⬆/⬆	⬆/⬆
Honda CR-V	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Honda HR-V	⬆	—	—	—	Accept.	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Hyundai Kona	—	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Hyundai Tucson	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Infiniti QX30	⬆	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Jaguar E-Pace	—	Opt.	Std.	Opt.	—	—	—	—	—	—	—	—

Ratings & Reference Safety Update and Crash-Test Ratings

Make & Model	CR Tests	Front-Crash Prevention			IIHS Safety Tests					NHTSA Safety Tests		
	Accident avoidance	Forward-collision warning	Automatic emergency braking—City	Automatic emergency braking—Highway	Front small overlap	Offset frontal	Side	Rear	Roof crush	Combined overall	Overall front/side	Rollover 2WD/4WD
SUVs: SMALL <i>Continued</i>												
Jeep Cherokee		Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good		/	/
Jeep Compass		Opt.	Opt.	Opt.	Good	Good	Good	Good	Good		/	/
Jeep Renegade		Opt.	Opt.	Opt.	Accept.	Good	Good	—	Good		/	/
Kia Sportage		Opt.	Opt.	Opt.	Good	Good	Good	Good	Good		/	/
Lincoln MKC		Opt.	—	—	—	Good	Good	—	—		/	/
Mazda CX-3		Std.	Std.	Opt.	Good	Good	Good	Good	Good		/	/
Mazda CX-5		Std.	Std.	Opt.	Good	Good	Good	Good	Good		/	/
Mercedes-Benz GLA		Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Mini Cooper Countryman		Opt.	Opt.	—	Good	Good	Good	Good	Good	—	—	—
Mitsubishi Eclipse Cross	—	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Mitsubishi Outlander		Opt.	Opt.	—	Good	Good	Good	Good	Good		/	/
Mitsubishi Outlander Sport	—	Opt.	Opt.	—	Accept.	Good	Good	Good	Good		/	/
Nissan Rogue		Std.	Std.	Std.	Good	Good	Good	Good	Good		/	/
Nissan Rogue Sport		Opt.	Opt.	Opt.	Good	Good	Good	—	—	—	—	—
Porsche Macan		Opt.	—	—	—	—	—	—	—	—	—	—
Subaru Crosstrek		Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Subaru Forester		Opt.	Opt.	Opt.	Good	Good	Good	Good	Good		/	— /
Toyota RAV4		Std.	Std.	Std.	Good	Good	Good	Good	Good		/	/
Volkswagen Tiguan		Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Volvo XC40	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Volvo XC60		Std.	Std.	Std.	Good	Good	Good	Good	Good	—	—	—
SUVs: MIDSIZED/LUXURY												
Acura RDX	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Acura MDX		Std.	Std.	Std.	Good	Good	Good	Good	Good		/	/
Alfa Romeo Stelvio		Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Audi Q5		Std.	Std.	Opt.	Good	Good	Good	Good	Good		/	— /
Audi Q7		Std.	Std.	Opt.	Good	Good	Good	Good	Good		/	— /
BMW X3		Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
BMW X4	—	Std.	Std.	Opt.	—	—	—	—	—	—	—	—
BMW X5		Opt.	Opt.	Opt.	—	Good	Good	—	—		/	/
BMW X6	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Buick Envision		Opt.	Opt.	Opt.	Good	Good	Good	Good	Good		/	— /
Cadillac XT5		Opt.	Opt.	Opt.	Good	Good	Good	Good	Good		/	/
Dodge Durango		Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good		/	/
Dodge Journey		—	—	—	Poor	Good	Good	Good	Good		/	/
Ford Edge		Opt.	—	—	Accept.	Good	Good	Good	Good		/	/
Ford Explorer		Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good		/	/
Ford Flex		Opt.	—	—	Accept.	Good	Good	Good	Good	—	—	/
GMC Acadia		Opt.	Opt.	Opt.	Good	Good	Good	Good	Good		/	/
Honda Pilot		Opt.	Opt.	Opt.	Good	Good	Good	Good	Good		/	/
Hyundai Santa Fe		Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Hyundai Santa Fe Sport		Opt.	Opt.	Opt.	Good	Good	Good	Good	Good		/	/
Infiniti QX50	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Infiniti QX60		Opt.	Opt.	Opt.	Good	Good	Good	Good	Good		/	/
Jaguar F-Pace		Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Jeep Grand Cherokee		Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	—	— /	/
Jeep Wrangler JL	—	—	—	—	—	—	—	—	—	—	—	—
Kia Sorento		Opt.	Opt.	Opt.	Good	Good	Good	Good	Good		/	/
Land Rover Discovery		Opt.	Std.	Opt.	—	—	—	—	—	—	—	—
Land Rover Discovery Sport		Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Land Rover Range Rover Evoque	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—

Make & Model	CR Tests	Front-Crash Prevention			IIHS Safety Tests					NHTSA Safety Tests		
	Accident avoidance	Forward-collision warning	Automatic emergency braking—City	Automatic emergency braking—Highway	Front small overlap	Offset frontal	Side	Rear	Roof crush	Combined overall	Overall front/side	Rollover 2WD/4WD
SUVs: MIDSIZED/LUXURY <i>Continued</i>												
Land Rover Range Rover Velar	⬆	Opt.	Std.	Opt.	—	—	—	—	—	—	—	—
Lexus GX	⬇	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Lexus NX	⬇ ⬆	Std.	Std.	Std.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Lexus RX	⬇	Std.	Std.	Std.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Lincoln MKT	—	Opt.	—	—	—	Good	Good	Good	Good	—	—	⬆/⬆
Lincoln MKX	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Maserati Levante	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Mazda CX-9	⬇	Std.	Std.	Opt.	Good	Good	Good	Good	Good	—	—	—
Mercedes-Benz GLC	⬆	Opt.	Std.	Std.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Mercedes-Benz GLE	⬇	Opt.	Std.	Std.	Good	Good	Good	Good	Good	—	—	⬆/⬆
Nissan Murano	⬆	Std.	Std.	Std.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Nissan Pathfinder	⬇	Std.	Std.	Std.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Porsche Cayenne	⬆	Opt.	—	—	—	—	—	—	—	—	—	—
Subaru Ascent	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Tesla Model X	⬆	Std.	Std.	—	—	—	—	—	—	⬆	⬆/⬆	—/⬆
Toyota 4Runner	⬇	—	—	—	Marg.	Good	Good	Good	Good	⬆	⬆/⬆	⬇/⬇
Toyota Highlander	⬇ ⬆	Std.	Std.	Std.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Volkswagen Atlas	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Volvo XC90	⬆	Std.	Std.	Std.	Good	Good	Good	Good	Good	⬆	⬆/⬆	—/⬆
SUVs: LARGE/LUXURY												
Buick Enclave	⬆	Opt.	Opt.	Opt.	—	—	—	—	—	⬆	⬆/⬆	⬆/⬆
Cadillac Escalade	⬇	Opt.	Opt.	Opt.	—	—	—	—	—	⬆	⬆/⬆	⬇/⬇
Chevrolet Suburban	⬇	Opt.	Opt.	Opt.	—	—	—	—	—	⬆	⬆/⬆	⬇/⬇
Chevrolet Tahoe	⬇	Opt.	Opt.	Opt.	—	—	—	—	—	⬆	⬆/⬆	⬇/⬇
Chevrolet Traverse	⬆	Opt.	Opt.	Opt.	—	—	—	—	—	⬆	⬆/⬆	⬆/⬆
Ford Expedition	⬇	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
GMC Yukon	⬇	Opt.	Opt.	Opt.	—	—	—	—	—	⬆	⬆/⬆	⬇/⬇
GMC Yukon XL	⬇	Opt.	Opt.	Opt.	—	—	—	—	—	⬆	⬆/⬆	⬇/⬇
Infiniti QX80	⬇	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Land Rover Range Rover	⬇	Opt.	Std.	Opt.	—	—	—	—	—	—	—	—
Land Rover Range Rover Sport	⬆	Opt.	Std.	Opt.	—	—	—	—	—	—	⬆/—	—/⬆
Lexus LX	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Lincoln Navigator	⬇	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Mercedes-Benz GLS	—	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Nissan Armada	⬇	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Toyota Land Cruiser	⬇	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Toyota Sequoia	⬇	Std.	Std.	Std.	—	—	—	—	—	—	—	⬆/⬆
PICKUPS: COMPACT												
Chevrolet Colorado	⬇	Opt.	—	—	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬇/⬇
GMC Canyon	⬇	Opt.	—	—	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬇/⬇
Honda Ridgeline	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Nissan Frontier	—	—	—	—	Marg.	Good	Good	Accept.	Good	⬆	⬇/⬆	⬇/⬆
Toyota Tacoma	⬇	Std.	Std.	Std.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
PICKUPS: FULL-SIZED												
Chevrolet Silverado 1500	⬇	Opt.	Opt.	—	Marg.	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Ford F-150	⬇	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
GMC Sierra 1500	⬇	Opt.	Opt.	—	Marg.	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Nissan Titan	⬆	—	—	—	Marg.	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Ram 1500	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Toyota Tundra	⬇	Std.	Std.	Std.	Marg.	Good	Good	Good	Accept.	⬆	⬆/⬆	⬇/⬆

Dimensions

THESE CHARTS ALLOW you to easily compare the interior and exterior dimensions of different models, along with cargo, load, and towing capacity. We have detailed data on 252 models, most compiled from measurements taken during our testing. Data for vehicles not tested by us or not yet on sale were provided by manufacturers.

Exterior Dimensions & Weight

- **Length, width, height, and wheelbase** data come from the manufacturer.
- **Weight** of tested vehicles is measured on our scales.

Cargo

- **Max. load** is the maximum weight of the combination of passengers and cargo that

the vehicle can safely carry. This figure is specified by the manufacturer or, in the case of some tested vehicles, calculated based on the difference between our tested vehicle's weight and the manufacturer's specified gross weight.

- **Cargo volume** for wagons, minivans, and sport-utility vehicles is our measurement with the rear seats folded. We use an adjustable pipe-frame box and enlarge it until it no longer fits through the rear hatch. Data for cars come from the government.
- **Towing capacity** is the maximum for the vehicle we tested. For ones we did not test, we have included the manufacturer's tow rating for a typical model.
- **NR** denotes not recommended for towing.

Interior Dimensions

- **Front, rear, and third-row shoulder room** are either our measurements or data from the manufacturer. For three adults to sit abreast comfortably, rear shoulder room should be 55 inches or more.
- **Front legroom** is the maximum distance from the heel point of the driver to the base of the seatback, with the seat adjusted as far back as it will go.
- **Rear or third-row legroom** is measured with the front seat adjusted to provide 40 inches of front legroom.
- **Headroom** is the clearance above a 5-foot, 9-inch person.
- **NA** means data are not available; we have been unable to measure the vehicle completely. A dash (–) means not applicable.

Make & Model	Exterior Dimensions & Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. load (lb.)	Cargo volume (cu. ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front legroom (in.)	Front headroom (in.)	Rear shoulder room (in.)	Rear legroom (in.)	Rear headroom (in.)	Third-row shoulder room (in.)	Third-row legroom (in.)	Third-row headroom (in.)
Acura ILX	182	71	56	105	3,095	850	12.0	NR	55.0	41.0	2.5	50.0	27.5	1.5	—	—	—
Acura MDX	196	77	67	111	4,200	1,175	34.0	5,000	60.5	41.0	4.5	58.5	30.0	3.5	52.0	25.0	0.0
Acura RDX	187	74	65	109	3,850	NA	NA	NA	58.0	NA	NA	56.0	NA	NA	—	—	—
Acura RLX	196	74	58	112	3,930	850	13.0	NR	59.5	41.5	3.5	56.0	31.0	3.0	—	—	—
Acura TLX	190	74	57	109	3,480	850	13.0	NR	57.0	41.0	3.0	54.0	27.0	2.5	—	—	—
Alfa Romeo 4C	157	74	47	94	2,465	340	4.0	NR	50.0	NA	NA	—	—	—	—	—	—
Alfa Romeo Giulia	183	74	57	111	3,695	905	12.0	NR	55.0	42.5	2.5	53.0	28.0	1.5	—	—	—
Alfa Romeo Stelvio	185	75	65	111	4,065	990	26.5	3,000	57.5	43.0	3.5	54.0	28.5	2.5	—	—	—
Audi A3	175	70	56	104	3,135	1,100	13.0	NR	54.5	42.0	3.0	51.5	26.0	1.0	—	—	—
Audi A4	186	73	56	111	3,630	1,060	13.0	NR	53.0	43.0	3.5	55.0	27.0	2.5	—	—	—
Audi A5	184	73	54	109	3,550	NA	12.0	NR	55.5	NA	NA	50.5	NA	NA	—	—	—
Audi A6	194	74	58	115	4,075	1,100	14.0	NR	56.0	44.0	4.0	53.0	29.0	3.0	—	—	—
Audi A7	196	75	56	115	4,235	1,100	25.0	NR	56.0	42.5	3.0	54.0	27.5	1.5	—	—	—
Audi A8	207	77	58	123	4,420	1,100	13.0	NR	59.0	43.0	3.5	57.0	34.0	3.5	—	—	—
Audi Q3	173	72	63	103	3,680	1,060	24.5	2,200	55.0	42.0	4.0	52.5	26.0	3.0	—	—	—
Audi Q5	184	75	65	111	4,140	1,060	27.0	4,400	57.5	41.0	5.0	55.0	27.5	2.5	—	—	—
Audi Q7	200	78	69	118	5,080	1,365	35.5	7,700	59.0	42.0	4.5	57.5	29.0	3.5	50.0	26.5	1.0
Audi TT	165	72	53	99	3,140	770	12.0	NR	53.0	41.5	3.5	46.5	19.5	0.0	—	—	—
BMW 2 Series	175	70	56	106	3,450	805	14.0	NR	54.0	42.0	3.5	51.5	25.0	0.0	—	—	—
BMW 3 Series	183	71	56	111	3,690	905	17.0	NR	55.0	42.0	4.0	54.5	27.5	2.5	—	—	—
BMW 4 Series	183	72	54	111	3,470	790	16.0	NR	55.5	NA	NA	51.5	NA	NA	—	—	—
BMW 5 Series	195	74	58	117	3,950	850	19.0	NR	58.0	43.5	4.5	55.5	30.0	3.0	—	—	—
BMW 6 Series	193	75	54	112	4,355	770	13.0	NR	57.0	NA	NA	49.5	NA	NA	—	—	—
BMW 7 Series	207	75	58	126	4,710	960	18.0	NR	59.0	42.5	4.0	55.0	32.5	3.5	—	—	—
BMW X1	175	72	63	105	3,725	900	27.0	NR	55.0	40.0	4.0	55.5	26.5	3.5	—	—	—
BMW X2	172	72	60	105	3,660	900	NA	NA	55.5	NA	NA	54.0	NA	NA	—	—	—
BMW X3	186	74	66	113	4,220	935	32.0	4,410	57.5	43.5	5.5	55.5	29.0	4.5	—	—	—
BMW X4	188	75	64	113	3,900	NA	19.0	4,000	57.0	NA	NA	56.0	NA	NA	—	—	—
BMW X5	192	76	69	116	4,745	1,345	34.5	6,000	60.5	42.0	4.5	58.5	27.0	4.5	45.0	23.5	1.0
BMW X6	192	78	67	116	4,750	935	NA	NR	60.0	NA	NA	57.0	NA	NA	—	—	—
BMW i3	157	70	62	101	3,140	650	12.0	NR	53.5	42.0	4.5	48.0	26.0	3.0	—	—	—
Buick Cascada	185	72	57	106	3,980	740	13.0	NR	54.5	41.5	5.0	46.0	24.5	0.0	—	—	—
Buick Enclave	204	79	70	121	4,690	1,625	48.5	5,000	62.0	43.0	5.5	61.5	31.5	3.5	57.0	25.0	0.0

Make & Model	Exterior Dimensions & Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. load (lb.)	Cargo volume (cu. ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front legroom (in.)	Front headroom (in.)	Rear shoulder room (in.)	Rear legroom (in.)	Rear headroom (in.)	Third-row shoulder room (in.)	Third-row legroom (in.)	Third-row headroom (in.)
Buick Encore	168	70	65	101	3,355	945	26.0	NR	53.0	42.0	4.0	49.0	25.5	4.0	—	—	—
Buick Envision	184	72	67	108	4,050	950	32.5	1,500	56.5	42.5	4.0	53.5	30.5	1.5	—	—	—
Buick LaCrosse	198	73	58	114	3,665	915	15.0	1,000	57.0	44.0	3.5	55.5	32.0	2.5	—	—	—
Buick Regal	193	73	57	111	3,680	925	32.0	NR	56.5	42.5	4.0	55.5	30.0	2.0	—	—	—
Cadillac ATS	183	71	56	109	3,420	870	10.0	NR	55.0	43.0	3.5	53.0	27.5	2.0	—	—	—
Cadillac CT6	204	74	58	122	4,040	910	15.0	1,000	57.5	44.0	4.5	55.0	31.0	3.5	—	—	—
Cadillac CTS	196	72	57	115	3,915	890	14.0	1,000	56.5	42.0	4.0	53.0	28.5	2.0	—	—	—
Cadillac Escalade	204	81	74	116	5,820	1,310	48.0	8,100	64.0	43.0	4.0	64.0	30.0	4.0	63.0	27.0	0.0
Cadillac XT5	190	75	66	113	4,300	1,620	33.0	3,500	57.5	43.5	4.0	55.0	29.0	2.0	—	—	—
Cadillac XTS	202	73	59	112	4,090	925	18.0	1,000	56.0	43.5	3.5	54.0	32.5	3.0	—	—	—
Chevrolet Bolt	164	70	63	102	3,545	875	17.0	NR	54.0	42.5	5.5	54.0	29.5	3.0	—	—	—
Chevrolet Camaro	188	75	53	111	3,730	725	11.0	NR	55.0	42.5	2.0	47.5	23.0	0.0	—	—	—
Chevrolet Colorado	213	74	79	128	4,500	1,555	—	7,000	57.5	43.0	5.5	55.5	28.0	3.0	—	—	—
Chevrolet Corvette	177	74	49	107	3,470	525	15.0	NR	53.0	41.0	3.5	—	—	—	—	—	—
Chevrolet Cruze	184	71	57	106	2,915	870	15.0	NR	54.0	43.0	5.0	51.5	29.0	1.5	—	—	—
Chevrolet Equinox	183	73	65	107	3,540	995	32.0	3,500	55.5	42.5	4.0	54.0	30.0	2.0	—	—	—
Chevrolet Impala	201	73	59	112	3,855	945	19.0	1,000	56.0	43.0	4.0	53.0	32.0	2.0	—	—	—
Chevrolet Malibu	194	73	58	112	3,125	900	16.0	1,000	57.0	43.0	5.5	54.5	29.0	3.0	—	—	—
Chevrolet Silverado 1500	230	80	74	144	5,415	1,705	—	11,200	65.0	44.0	8.5	64.0	32.0	5.5	—	—	—
Chevrolet Sonic	174	68	60	99	2,765	895	15.0	NR	52.0	42.0	5.5	52.0	24.0	2.5	—	—	—
Chevrolet Spark	143	63	58	94	2,280	660	11.0	NR	50.0	41.5	1.5	48.0	24.0	4.5	—	—	—
Chevrolet Suburban	224	81	74	130	5,945	1,455	62.5	8,000	64.5	43.5	4.5	64.5	30.0	5.0	64.0	27.0	4.0
Chevrolet Tahoe	204	81	74	116	5,635	1,580	47.5	8,300	64.5	43.5	4.5	64.5	30.0	4.5	63.5	27.0	0.0
Chevrolet Traverse	204	79	71	121	4,695	1,450	54.5	5,000	61.0	43.5	6.5	61.5	30.0	4.0	58.0	23.0	3.5
Chevrolet Trax	167	70	66	101	3,255	945	26.0	NR	53.0	43.0	6.5	50.0	26.0	4.0	—	—	—
Chevrolet Volt	180	71	56	106	3,520	750	11.0	NR	56.0	43.0	3.5	52.0	27.5	0.5	—	—	—
Chrysler 300	199	75	58	120	4,095	865	16.0	1,000	57.5	43.0	3.0	54.5	29.5	2.5	—	—	—
Chrysler Pacifica	204	80	70	122	4,535	1,300	66.0	3,600	63.5	42.0	6.5	63.0	31.0	4.5	61.0	29.0	4.0
Dodge Challenger	198	76	57	116	4,190	865	16.0	1,000	58.5	42.0	6.0	53.0	23.0	1.0	—	—	—
Dodge Charger	198	75	58	120	4,335	865	16.0	1,000	57.0	41.5	2.5	55.0	28.0	2.0	—	—	—
Dodge Durango	200	76	71	120	5,105	1,200	44.0	6,200	58.0	42.0	4.0	57.0	28.0	5.0	49.0	26.0	0.0
Dodge Journey	192	72	68	114	4,410	1,165	37.0	2,500	57.0	41.0	4.5	56.5	26.0	4.5	51.0	24.0	0.0
Fiat 124	160	69	49	91	2,450	340	5.0	NR	51.5	40.5	2.0	—	—	—	—	—	—
Fiat 500	140	64	60	91	2,415	750	10.0	NR	48.5	40.5	4.5	46.5	23.0	0.0	—	—	—
Fiat 500L	167	70	66	103	3,330	860	22.5	NR	56.0	41.0	7.0	52.5	28.5	3.5	—	—	—
Fiat 500X	167	71	64	101	3,280	1,080	19.5	NR	53.5	41.5	6.0	51.5	26.5	2.5	—	—	—
Ford C-MAX	174	72	64	104	3,615	825	28.0	NR	55.5	42.0	7.0	53.0	28.5	5.0	—	—	—
Ford EcoSport	161	70	65	99	3,390	825	NA	2,000	53.5	NA	NA	51.5	NA	NA	—	—	—
Ford Edge	188	76	69	112	4,205	935	39.0	3,500	58.0	42.5	3.5	59.0	30.5	3.0	—	—	—
Ford Escape	178	72	66	106	3,695	825	34.0	2,000	55.5	41.5	6.0	53.5	28.0	5.0	—	—	—
Ford Expedition	222	82	76	131	6,035	1,510	66.0	9,300	65.0	42.5	4.5	64.5	33.0	2.5	63.5	26.5	3.0
Ford Explorer	198	79	70	113	4,780	1,280	42.0	5,000	60.5	42.0	5.5	60.0	27.0	3.5	48.5	27.0	3.0
Ford F-150	232	80	77	145	5,025	1,925	—	10,700	66.0	43.0	7.5	65.5	34.5	6.0	—	—	—
Ford Fiesta	174	68	58	98	2,665	825	13.0	NR	52.0	41.5	5.0	48.0	24.5	1.5	—	—	—
Ford Flex	202	80	68	118	4,820	1,160	47.5	4,500	58.5	41.5	6.5	58.0	31.5	7.5	50.0	28.0	2.0
Ford Focus	179	72	58	104	2,990	825	13.0	NR	55.5	42.0	4.5	51.0	27.0	2.0	—	—	—
Ford Fusion	192	73	58	112	3,505	850	16.0	1,000	57.5	42.0	5.0	54.5	29.0	3.0	—	—	—
Ford Mustang	188	75	54	107	3,845	670	14.0	1,000	56.0	42.5	4.0	50.0	23.0	0.0	—	—	—
Ford Taurus	203	76	61	113	4,090	950	20.0	1,000	57.5	41.5	3.5	56.0	28.5	3.5	—	—	—
Ford Transit Connect	190	72	72	121	3,580	1,270	61.0	2,000	57.5	41.0	13.5	58.0	31.0	10.0	56.5	29.5	6.5
GMC Acadia	194	75	66	113	4,395	1,585	40.5	4,000	58.0	43.0	5.0	56.0	31.0	4.0	54.0	24.0	3.5
GMC Canyon	212	74	79	128	4,500	1,555	—	7,000	57.5	43.0	5.5	55.5	28.0	3.0	—	—	—
GMC Sierra 1500	230	80	74	144	5,415	1,705	—	11,200	65.0	44.0	8.5	64.0	32.0	5.5	—	—	—
GMC Terrain	182	72	65	107	3,800	985	33.0	3,500	56.5	42.5	4.5	53.5	30.0	2.5	—	—	—
GMC Yukon	204	81	74	116	5,635	1,580	47.5	8,200	64.5	43.5	4.5	64.5	30.0	4.5	63.5	27.0	0.0
GMC Yukon XL	224	81	74	130	5,945	1,455	62.5	8,000	64.5	43.5	4.5	64.5	30.0	5.0	64.0	27.0	4.0

Make & Model	Exterior Dimensions & Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. load (lb.)	Cargo volume (cu. ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front legroom (in.)	Front headroom (in.)	Rear shoulder room (in.)	Rear legroom (in.)	Rear headroom (in.)	Third-row shoulder room (in.)	Third-row legroom (in.)	Third-row headroom (in.)
Genesis G70	184	73	55	112	3,850	NA	NA	NR	NA	NA	NA	NA	NA	NA	—	—	—
Genesis G80	197	74	58	119	4,530	905	15.0	NR	57.5	42.0	3.5	56.0	29.5	2.5	—	—	—
Genesis G90	205	75	59	124	4,820	880	16.0	NR	59.0	44.0	4.5	56.5	33.0	3.0	—	—	—
Honda Accord	192	73	57	111	3,155	850	17.0	1,000	57.5	42.0	4.0	55.5	32.0	3.5	—	—	—
Honda CR-V	181	73	67	105	3,450	850	36.0	1,500	59.0	41.5	4.0	54.5	31.0	4.5	—	—	—
Honda Civic	182	71	56	106	2,745	850	13.0	NR	56.5	42.0	5.0	54.0	30.0	2.0	—	—	—
Honda Clarity	193	74	58	108	4,050	850	13.0	NR	59.5	NA	NA	57.0	NA	NA	—	—	—
Honda Fit	161	67	60	99	2,625	850	17.0	NR	54.0	40.0	3.5	49.5	29.0	2.0	—	—	—
Honda HR-V	169	70	63	103	3,045	850	32.0	NR	56.0	41.0	5.0	51.5	30.0	3.5	—	—	—
Honda Odyssey	203	79	68	118	4,490	1,340	71.5	3,500	61.5	41.0	5.0	60.5	31.0	5.0	59.0	29.5	4.0
Honda Pilot	195	79	70	111	4,280	1,340	48.0	5,000	61.0	41.0	6.0	60.5	28.0	5.5	56.0	27.5	4.5
Honda Ridgeline	210	79	71	125	4,415	1,325	—	5,000	61.0	40.5	6.0	60.5	26.0	4.5	—	—	—
Hyundai Accent	173	68	57	102	2,625	850	14.0	NR	54.0	42.0	5.0	51.5	25.0	2.0	—	—	—
Hyundai Elantra	180	71	57	106	2,865	850	14.0	NR	55.0	43.0	5.0	53.5	27.5	2.5	—	—	—
Hyundai Ioniq	176	72	57	106	3,070	850	19.5	NR	55.0	42.0	5.0	51.5	27.0	2.5	—	—	—
Hyundai Kona	164	71	61	102	3,260	860	NA	NR	55.5	NA	NA	54.5	NA	NA	—	—	—
Hyundai Santa Fe	193	74	67	110	4,210	1,295	40.5	5,000	59.0	41.5	6.0	56.5	30.0	5.0	53.0	31.0	1.0
Hyundai Santa Fe Sport	185	74	66	106	3,760	930	35.5	2,000	58.5	41.0	6.0	56.0	28.0	4.5	—	—	—
Hyundai Sonata	191	73	58	110	3,315	905	16.0	NR	57.5	42.5	5.0	55.5	30.5	3.0	—	—	—
Hyundai Tucson	176	73	65	105	3,475	970	29.5	2,000	56.0	41.5	5.5	54.0	28.0	5.0	—	—	—
Hyundai Veloster	167	71	55	104	2,855	NA	20.0	NR	56.0	NA	NA	55.5	NA	NA	—	—	—
Infiniti Q50	188	72	57	112	3,875	900	14.0	NR	55.5	41.5	3.5	54.5	28.0	2.0	—	—	—
Infiniti Q70	195	73	59	114	3,895	860	15.0	NR	57.0	41.5	4.0	54.0	29.5	3.0	—	—	—
Infiniti QX30	174	72	60	106	3,540	880	21.5	NR	54.5	44.0	3.0	52.5	25.5	2.0	—	—	—
Infiniti QX50	185	75	66	110	3,950	NA	NA	NR	58.0	NA	NA	57.0	NA	NA	—	—	—
Infiniti QX60	196	77	68	114	4,530	1,150	39.0	5,000	59.0	41.5	4.0	59.0	28.0	3.5	55.0	27.0	1.5
Infiniti QX80	208	80	76	121	5,990	1,590	49.5	8,500	63.5	40.5	5.0	63.0	31.0	5.0	58.0	25.0	2.0
Jaguar E-Pace	173	82	65	106	4,175	NA	NA	3,965	56.0	NA	NA	56.0	NA	NA	—	—	—
Jaguar F-Pace	186	87	66	113	4,350	960	28.5	5,290	57.0	41.0	4.0	55.0	27.5	3.0	—	—	—
Jaguar F-Type	176	74	52	103	3,520	420	7.0	NR	56.5	NA	NA	—	—	—	—	—	—
Jaguar XE	184	77	56	112	3,770	825	16.0	NR	56.0	41.0	2.0	53.0	27.0	2.5	—	—	—
Jaguar XF	195	78	58	117	4,175	960	19.0	NR	56.5	43.0	3.5	54.0	30.5	3.5	—	—	—
Jaguar XJ	207	75	57	124	4,200	880	15.0	NR	57.0	42.0	2.5	56.0	34.0	2.5	—	—	—
Jeep Cherokee	182	73	66	106	4,120	1,000	31.0	4,500	57.0	42.5	5.5	54.0	29.0	4.0	—	—	—
Jeep Compass	173	74	65	104	3,525	860	27.5	2,000	55.5	41.5	3.5	52.5	28.0	1.5	—	—	—
Jeep Grand Cherokee	190	77	68	115	4,900	1,050	36.5	6,200	58.0	41.5	4.0	57.0	27.0	4.5	—	—	—
Jeep Renegade	167	71	66	101	3,360	985	30.5	2,000	55.0	43.0	7.0	52.5	27.0	6.0	—	—	—
Jeep Wrangler	188	74	74	118	4,440	850	NA	3,500	55.5	NA	NA	55.5	NA	NA	—	—	—
Kia Cadenza	196	74	58	112	3,725	905	16.0	NR	57.0	42.0	3.0	54.5	31.0	3.0	—	—	—
Kia Forte	180	70	57	106	2,815	850	15.0	NR	55.0	41.5	4.5	52.5	28.5	2.0	—	—	—
Kia K900	201	75	59	120	4,555	905	16.0	NR	59.0	NA	NA	57.0	NA	NA	—	—	—
Kia Niro	172	71	60	106	3,155	850	26.5	NR	55.0	42.5	5.0	53.0	28.5	4.5	—	—	—
Kia Optima	191	73	58	110	3,300	905	16.0	NR	56.5	42.0	4.0	54.5	29.5	3.5	—	—	—
Kia Rio	173	68	57	102	2,575	850	14.0	NR	53.5	42.0	4.5	51.5	25.0	2.0	—	—	—
Kia Sedona	201	78	69	121	4,595	1,325	46.0	3,500	63.0	42.5	6.5	62.5	32.0	5.0	59.0	27.5	2.0
Kia Sorento	187	74	66	109	4,175	1,120	37.5	5,000	58.5	42.0	5.5	56.5	27.5	5.0	52.0	26.0	0.0
Kia Soul	163	71	63	101	3,055	825	24.5	NR	55.0	42.0	4.5	53.0	28.5	2.5	—	—	—
Kia Sportage	176	73	64	105	3,485	970	29.5	2,000	56.0	41.5	5.5	53.0	28.0	4.5	—	—	—
Kia Stinger	190	74	55	114	3,910	930	23.0	NR	55.0	43.0	2.5	51.0	29.5	2.0	—	—	—
Land Rover Discovery	196	82	74	115	5,405	1,200	42.5	8,200	60.5	43.0	4.5	59.5	28.0	4.5	47.5	27.0	3.5
Land Rover Discovery Sport	181	82	68	108	4,325	935	33.0	4,410	58.5	41.0	6.5	56.0	29.5	4.5	—	—	—
Land Rover Range Rover	197	78	72	115	5,300	960	34.5	7,715	60.5	42.5	5.5	59.0	29.0	4.0	—	—	—
Land Rover Range Rover Evoque	172	77	64	105	3,940	1,025	25.5	3,500	56.5	42.0	5.0	55.5	25.5	4.5	—	—	—

Make & Model	Exterior Dimensions & Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. load (lb.)	Cargo volume (cu. ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front legroom (in.)	Front headroom (in.)	Rear shoulder room (in.)	Rear legroom (in.)	Rear headroom (in.)	Third-row shoulder room (in.)	Third-row legroom (in.)	Third-row headroom (in.)
Land Rover Range Rover Sport	191	78	70	115	5,255	1,345	31.5	7,715	60.5	42.0	4.5	59.0	28.0	3.0	43.0	23.0	0.0
Land Rover Range Rover Velar	189	80	66	113	4,350	825	29.0	5,500	57.0	42.5	4.5	55.0	28.5	4.0	—	—	—
Lexus ES	193	72	57	111	3,575	905	15.0	NR	57.5	42.5	3.0	54.0	30.5	2.5	—	—	—
Lexus GS	192	72	57	112	3,845	825	16.0	NR	56.5	43.0	3.0	55.0	28.0	2.5	—	—	—
Lexus GX	192	74	74	110	5,170	1,155	36.5	6,500	57.0	42.0	5.5	57.0	30.0	6.0	44.0	24.5	1.0
Lexus IS	184	71	56	110	3,850	825	14.0	NR	55.0	42.5	3.0	51.5	28.5	2.5	—	—	—
Lexus LC	187	76	53	113	4,280	720	5.0	NR	56.5	NA	NA	49.0	NA	NA	—	—	—
Lexus LS	206	75	58	123	4,905	870	17.0	NR	59.0	NA	NA	56.5	NA	NA	—	—	—
Lexus LX	199	78	73	112	6,000	1,385	NA	7,000	61.5	NA	NA	61.5	NA	NA	62.5	NA	NA
Lexus NX	182	74	65	105	4,000	895	28.5	2,000	56.5	42.0	3.0	57.0	30.0	3.5	—	—	—
Lexus RC	185	72	55	108	3,750	700	10.0	NR	54.5	NA	NA	51.0	NA	NA	—	—	—
Lexus RX	193	75	68	110	4,435	920	30.0	3,500	57.5	42.0	3.0	56.0	30.5	5.0	—	—	—
Lincoln Continental	201	78	59	118	4,540	900	17.0	1,000	58.0	41.5	5.0	55.0	32.5	3.0	—	—	—
Lincoln MKC	179	73	65	106	4,070	825	30.5	2,000	55.5	41.0	4.0	54.0	25.5	2.0	—	—	—
Lincoln MKT	208	76	67	118	4,980	1,160	36.0	4,500	58.5	41.0	4.0	57.5	30.5	3.0	47.0	27.0	0.0
Lincoln MKX	190	76	66	112	4,560	1,030	32.5	3,500	58.0	40.5	4.0	57.0	28.0	2.0	—	—	—
Lincoln MKZ	194	73	58	112	3,755	875	15.0	1,000	57.0	41.5	3.0	54.5	28.0	2.0	—	—	—
Lincoln Navigator	210	84	76	123	6,100	1,565	56.0	8,300	60.0	42.5	4.5	65.0	32.0	3.0	63.0	26.0	3.5
Maserati Ghibli	196	77	58	118	4,625	925	18.0	NR	57.5	42.0	3.0	55.5	26.0	2.5	—	—	—
Maserati Levante	197	78	66	118	4,905	NA	NA	6,000	NA	NA	NA	NA	NA	NA	—	—	—
Mazda 3	180	71	57	106	2,875	850	12.0	NR	57.0	41.5	4.0	52.0	28.0	4.0	—	—	—
Mazda 6	192	72	57	111	3,185	850	15.0	NR	57.0	41.0	4.0	53.5	29.0	3.0	—	—	—
Mazda CX-3	168	70	61	101	2,945	850	18.0	NR	52.5	41.5	4.0	48.0	25.5	3.0	—	—	—
Mazda CX-5	179	73	66	106	3,590	850	30.5	2,000	56.5	42.0	4.0	54.0	27.5	4.5	—	—	—
Mazda CX-9	200	76	68	113	4,585	1,190	34.0	3,500	57.0	42.5	5.0	56.5	31.0	4.5	53.0	28.0	0.5
Mazda MX-5 Miata	154	68	49	91	2,335	340	5.0	NR	51.5	41.0	2.0	—	—	—	—	—	—
Mercedes-Benz C-Class	185	71	57	112	3,670	795	17.0	NR	55.0	44.0	3.0	53.0	26.5	1.5	—	—	—
Mercedes-Benz CLA	182	70	57	106	3,335	860	13.0	NR	55.0	44.5	2.5	52.0	27.5	0.0	—	—	—
Mercedes-Benz CLS	195	74	56	113	4,160	915	15.0	NR	57.0	NA	NA	56.5	NA	NA	—	—	—
Mercedes-Benz E-Class	194	73	57	116	4,030	1,070	16.0	NR	57.5	43.5	4.0	56.0	27.5	2.5	—	—	—
Mercedes-Benz GLA	174	71	60	106	3,535	795	23.0	NR	54.5	44.0	2.0	51.5	26.5	2.0	—	—	—
Mercedes-Benz GLC	183	74	65	113	4,010	950	28.0	4,850	57.0	44.0	4.5	55.0	27.5	4.0	—	—	—
Mercedes-Benz GLE	189	76	71	115	4,915	1,080	37.5	7,200	58.0	41.5	4.5	57.5	27.0	4.5	—	—	—
Mercedes-Benz GLS	202	76	73	121	5,660	1,180	47.0	7,500	58.0	42.5	4.5	57.5	28.0	6.0	50.0	25.5	4.5
Mercedes-Benz S-Class	207	75	59	125	4,935	915	16.0	NR	59.0	45.0	3.5	57.0	33.0	3.0	—	—	—
Mercedes-Benz SL	182	74	51	102	3,960	NA	14.0	NR	55.5	NA	NA	—	—	—	—	—	—
Mercedes-Benz SLC	163	72	51	96	3,295	560	10.0	NR	52.0	NA	NA	—	—	—	—	—	—
Mini Cooper	151	68	56	98	2,775	770	9.0	NR	50.5	42.5	3.0	46.0	24.0	2.5	—	—	—
Mini Cooper Clubman	168	71	57	105	3,175	980	23.0	NR	54.5	43.5	3.5	52.0	27.5	2.5	—	—	—
Mini Cooper Countryman	170	72	61	105	3,690	925	23.6	NR	55.0	42.5	3.5	53.0	29.0	2.0	—	—	—
Mitsubishi Eclipse Cross	176	72	67	106	3,515	NA	NA	NA	56.0	NA	NA	55.0	NA	NA	—	—	—
Mitsubishi Mirage	149	66	59	97	2,085	825	17.0	NR	51.5	40.0	4.0	50.0	26.5	2.0	—	—	—
Mitsubishi Outlander	185	71	66	105	3,610	1,155	32.5	1,500	56.0	40.5	5.5	55.0	29.5	3.5	51.0	24.0	0.0
Mitsubishi Outlander Sport	169	70	64	105	3,290	825	25.5	NR	56.0	41.0	5.0	55.0	27.0	3.5	—	—	—
Nissan Altima	192	72	58	109	3,245	900	15.0	NR	56.0	42.0	5.0	54.5	29.0	2.0	—	—	—
Nissan Armada	209	80	76	121	5,910	1,545	47.0	8,500	63.0	40.5	5.0	63.0	31.0	5.0	53.0	26.0	3.0
Nissan Frontier	206	73	70	126	4,655	1,160	—	6,100	58.0	40.0	3.0	58.0	27.0	3.5	—	—	—
Nissan Kicks	169	69	62	103	NA	NA	NA	NR	53.0	NA	NA	53.0	NA	NA	—	—	—
Nissan Leaf	175	70	61	106	3,440	860	24.0	NR	54.0	NA	NA	51.5	NA	NA	—	—	—
Nissan Maxima	193	73	57	109	3,535	900	14.0	NR	56.0	41.5	2.5	53.0	28.0	2.0	—	—	—
Nissan Murano	192	75	67	111	4,025	900	33.5	1,500	58.5	41.5	4.0	57.5	29.5	2.5	—	—	—
Nissan Pathfinder	199	77	70	114	4,505	1,150	39.5	6,000	60.0	42.0	4.5	60.0	29.5	3.0	56.0	25.5	2.0
Nissan Rogue	185	72	66	107	3,590	900	31.5	1,100	56.0	40.5	5.0	54.5	29.0	2.5	—	—	—

Make & Model	Exterior Dimensions & Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. load (lb.)	Cargo volume (cu. ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front legroom (in.)	Front headroom (in.)	Rear shoulder room (in.)	Rear legroom (in.)	Rear headroom (in.)	Third-row shoulder room (in.)	Third-row legroom (in.)	Third-row headroom (in.)
Nissan Rogue Sport	172	72	63	104	3,415	900	24.5	NR	56.0	41.5	5.0	53.0	27.0	4.0	—	—	—
Nissan Sentra	182	69	59	106	2,865	860	15.0	NR	54.5	41.0	4.5	53.0	30.5	2.0	—	—	—
Nissan Titan	228	80	77	140	5,770	1,435	—	9,390	63.0	42.0	6.0	63.0	31.0	5.5	—	—	—
Nissan Versa	175	67	60	102	2,430	850	15.0	NR	50.5	41.0	5.0	50.5	32.0	2.0	—	—	—
Nissan Versa Note	164	67	61	102	2,470	850	23.0	NR	51.0	41.0	6.0	48.5	31.0	4.0	—	—	—
Nissan Z	167	73	52	100	3,385	450	7.0	NR	54.0	39.0	3.0	—	—	—	—	—	—
Porsche 718 Boxster	172	71	50	97	3,150	485	4.0	NR	50.0	42.5	4.0	—	—	—	—	—	—
Porsche 911	177	71	51	96	3,235	660	5.0	NR	50.0	43.0	4.5	47.0	19.0	0.0	—	—	—
Porsche Cayenne	191	79	67	114	4,795	1,280	33.0	7,715	58.5	41.5	4.5	55.0	28.0	2.5	—	—	—
Porsche Macan	184	76	64	111	4,415	1,150	29.0	5,220	56.5	42.0	4.5	54.5	25.5	2.0	—	—	—
Porsche Panamera	199	76	56	116	4,125	1,375	17.0	NR	56.5	NA	NA	53.0	NA	NA	—	—	—
Ram 1500	229	79	79	141	5,495	1,270	—	10,050	65.5	41.5	7.0	65.5	31.0	2.5	—	—	—
Subaru Ascent	197	76	72	114	4,475	NA	NA	5,000	61.0	NA	NA	60.5	NA	NA	57.0	NA	NA
Subaru BRZ	167	70	51	101	2,770	700	7.0	NR	54.5	41.5	3.5	50.0	21.5	0.0	—	—	—
Subaru Crosstrek	176	71	64	105	3,190	900	27.5	1,500	56.0	42.0	5.5	53.5	29.5	3.5	—	—	—
Subaru Forester	181	71	66	104	3,370	900	35.5	1,500	56.0	41.5	3.5	55.0	30.0	3.5	—	—	—
Subaru Impreza	182	70	57	105	3,085	850	12.0	NR	56.0	42.5	5.0	53.5	29.0	2.5	—	—	—
Subaru Legacy	189	72	59	108	3,470	850	15.0	NR	58.0	43.0	5.5	57.0	30.0	3.0	—	—	—
Subaru Outback	190	72	66	108	3,640	900	34.0	2,700	58.0	42.5	6.5	57.0	29.5	4.5	—	—	—
Subaru WRX	180	69	58	103	3,320	850	11.0	NR	55.5	42.0	3.5	53.5	29.0	3.0	—	—	—
Tesla Model 3	185	73	57	113	3,895	890	15.0	NR	56.0	NA	NA	54.0	NA	NA	—	—	—
Tesla Model S	196	77	57	117	4,960	890	32.0	NR	57.0	42.0	6.0	53.0	29.0	0.0	—	—	—
Tesla Model X	198	82	64	117	5,415	1,170	26.0	5,000	60.0	42.5	5.5	56.5	28.0	6.0	40.0	23.0	2.0
Toyota 4Runner	190	76	72	110	4,665	1,155	44.5	5,000	57.5	41.5	3.5	57.5	30.0	4.0	57.5	NA	NA
Toyota 86	167	70	51	101	2,770	700	7.0	NR	54.5	41.5	3.5	50.0	21.5	0.0	—	—	—
Toyota Avalon	196	73	57	113	3,590	NA	NA	NR	57.5	NA	NA	56.5	NA	NA	—	—	—
Toyota C-HR	171	71	62	104	3,290	835	19.5	NR	54.0	41.5	4.5	53.0	27.5	3.0	—	—	—
Toyota Camry	192	72	57	111	3,340	925	15.0	NR	56.5	43.0	4.5	54.5	31.0	3.5	—	—	—
Toyota Corolla	183	70	57	106	2,900	865	13.0	NR	54.0	41.5	3.0	53.0	29.0	1.5	—	—	—
Toyota Corolla iM	171	69	58	102	2,990	915	21.0	NR	54.0	41.0	4.5	53.5	27.5	2.0	—	—	—
Toyota Highlander	191	76	70	110	4,570	1,340	40.5	5,000	58.5	42.0	4.0	57.5	31.5	5.5	53.0	21.0	1.5
Toyota Land Cruiser	195	78	74	112	5,855	1,230	43.0	8,200	61.0	41.5	3.5	60.5	31.0	4.5	56.5	25.0	1.0
Toyota Mirai	193	72	61	110	4,100	690	13.0	NR	53.5	41.0	4.0	52.0	27.0	2.0	—	—	—
Toyota Prius	179	69	58	106	3,080	825	22.0	NR	54.0	42.0	5.5	51.5	29.0	2.0	—	—	—
Toyota Prius C	159	67	59	100	2,545	845	17.0	NR	52.0	41.0	4.0	48.5	27.0	2.5	—	—	—
Toyota Prius Prime	183	69	58	106	3,410	670	20.0	NR	54.0	42.0	5.5	51.5	28.0	2.0	—	—	—
Toyota RAV4	180	73	65	105	3,620	900	37.0	1,500	56.5	42.0	4.5	54.0	30.0	4.0	—	—	—
Toyota Sequoia	205	80	75	122	6,025	1,230	61.0	7,300	65.5	41.5	3.5	65.5	33.5	4.5	65.0	26.0	4.0
Toyota Sienna	200	78	71	119	4,550	1,290	70.5	3,500	64.0	42.0	5.5	63.5	35.5	4.0	60.0	25.0	3.0
Toyota Tacoma	212	74	71	127	4,450	1,000	—	6,400	57.5	41.0	3.5	57.5	26.5	3.0	—	—	—
Toyota Tundra	229	80	76	146	5,740	1,395	—	10,000	64.5	42.5	5.5	63.0	28.5	3.5	—	—	—
Toyota Yaris	154	67	59	99	2,385	845	16.0	NR	51.5	41.5	4.5	49.5	26.0	2.0	—	—	—
Toyota Yaris iA	172	67	59	101	2,420	850	13.0	NR	53.0	41.5	4.0	47.0	25.0	1.5	—	—	—
Volkswagen Atlas	198	78	70	117	4,670	1,215	50.5	5,000	61.0	43.0	6.5	59.5	32.5	5.0	53.0	28.0	1.5
Volkswagen Beetle	168	71	59	100	3,040	835	11.0	NR	54.0	43.0	6.5	47.0	24.0	1.5	—	—	—
Volkswagen GTI	166	70	58	102	3,155	1,045	24.0	NR	55.5	42.5	4.0	52.5	27.0	3.5	—	—	—
Volkswagen Golf	168	71	57	104	3,090	1,005	24.0	NR	55.5	44.0	4.0	52.5	28.0	3.5	—	—	—
Volkswagen Golf Alltrack	180	71	60	104	3,465	1,010	30.5	NR	55.5	44.0	3.0	52.5	28.0	2.5	—	—	—
Volkswagen Jetta	182	70	57	104	3,040	1,025	16.0	NR	54.5	43.0	4.0	53.0	30.5	3.0	—	—	—
Volkswagen Passat	192	72	59	110	3,320	1,115	16.0	1,000	56.5	43.5	4.0	56.0	33.5	2.5	—	—	—
Volkswagen Tiguan	185	72	66	110	3,860	1,215	33.0	1,500	56.0	42.5	6.0	55.0	32.0	4.0	48.0	NA	NA
Volvo S60	182	73	58	109	3,610	1,025	12.0	3,500	56.5	41.0	3.5	53.5	28.0	2.5	—	—	—
Volvo S90	200	74	57	121	4,085	950	14.0	3,500	56.0	42.0	4.0	54.5	29.0	4.0	—	—	—
Volvo V60	183	73	61	109	3,925	990	26.0	3,300	56.5	41.5	3.5	53.0	26.5	3.0	—	—	—
Volvo XC40	174	73	65	106	3,700	935	NA	3,500	56.5	NA	NA	56.5	NA	NA	—	—	—
Volvo XC60	185	79	65	113	4,150	950	34.0	3,500	58.0	43.0	5.0	56.0	28.5	4.0	—	—	—
Volvo XC90	195	84	70	118	4,595	1,210	35.0	5,000	57.0	42.0	5.0	56.0	28.0	5.0	43.0	23.5	1.0

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